

SUNDAY, APRIL 26, 1970

fifteenth annual

# virginia 500



RIGHT—Richard Petty of Randleman, N. C. accepts a trophy from Martinsville Speedway president, H. Clay Earles, after winning last fall's Old Dominion 500 race. Petty, the defending Virginia 500 champion, has scored a record eight career victories at Martinsville Speedway.

ABOVE—NASCAR Grand National champion David Pearson of Spartanburg, S. C., the leading money winner on the circuit last season with over \$206,000. Pearson holds the qualifying record for Grand National cars at Martinsville Speedway with a speed of 83.197 miles per hour.



**The Fans Race Track,  
Comfort, Beauty, Action...**



**"Virginia's Finest Half-Mile Asphalt Track"**

# MARTINSVILLE SPEEDWAY

**Martinsville, Va.**

**OFFICIAL SOUVENIR  
PROGRAM \$1.00**



*Official pace car for NASCAR...  
Named "Car of the Year" by Motor Trend...  
Winning is the name of the game for Torino '70.*

## Born Leader

What better car to lead the roaring NASCAR pack around the pace lap than Torino—the car that's made more trips to the winner's circle and nailed down the NASCAR Championship for the last two years.

And what better place to run than at one of NASCAR's super tracks where you have to let it all out to win. There's no higher recognition for a stock car than a NASCAR Championship, because there's no tougher test of total performance.

We don't claim that the specially modified Torinos you see screaming around NASCAR ovals at 190 mph are exactly like the Torinos you can buy at a Ford Dealer's. For one thing, who could live with welded-up doors, a 2500-rpm idle and 12-inch gumball tires?

But, we do claim that our street machinery has a lot in common with our NASCAR winners. The bodies are welded on the same lines, the blocks poured in the same foundries and the gears cut on the same machines. And what our engineers learn in the white heat of NASCAR competition gets applied to the manifolds, cams, clutches, axles and brakes of the Torinos that you put in your drive way.

So, go to your Ford Dealer's Performance Corner and see if we haven't earned our leadership. Let Ford performance turn you on!

For the full story on all the performance Fords for 1970, visit your Ford Dealer, and get our big 16-page '70 Performance Digest. Or write to:

**FORD PERFORMANCE DIGEST**, Dept. NP18,  
P.O. Box 747, Dearborn, Michigan 48121.

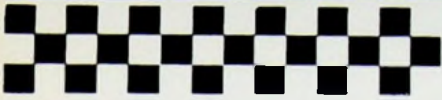
TORINO



# NASCAR



**MAGAZINE and AUTO RACE PROGRAM**

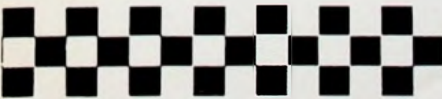


For The  
NASCAR Grand National And  
Grand American Challenge  
Series Championship  
**STOCK CAR RACES**  
— 1970 SEASON —



BILL FRANCE  
NASCAR President

This event is held with the sanction of, and under the rules, regulations, and safety specifications of THE NATIONAL ASSOCIATION FOR STOCK CAR AUTO RACING, INC., in and under the laws of the State of Florida, and as set forth in the 1970 rule book of the Association National Headquarters: Daytona Beach, Florida 32015, U. S. A. Published by NASCAR Publications, Inc., 614 South Elm St., Greensboro, North Carolina 27406.



THE NATIONAL ASSOCIATION FOR STOCK CAR AUTO RACING, INC.  
NATIONAL HEADQUARTERS: DAYTONA BEACH, FLORIDA 32015

## WARNING To All Spectators and Patrons

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

Signed: THE MANAGEMENT

**“We sprung our Firecracker 400 passenger rig. The vibration was really You’re tougher on yours.”** —Junior Johnson

Junior Johnson sets up racing cars with the same charging determination that made him a legend as a driver. By mid-1969, his Fords and Mercurys, with Lee Roy Yarbrough driving, had won the Daytona 500, the World 600, the Firecracker 400, and the Darlington 400 — all with an Autolite battery under the cowl.

**“With two shocks per wheel, a big sway bar, heavy-duty everything, our suspension is really stiff,”** says Junior. **“The vibration is so bad, Lee Roy can hardly sit down next day. That Autolite battery takes all that**

**winner about 400% stiffer than a tough on our Autolite battery.**

**vibration right nicely. The plates in my Autolite have never come loose.”**

Autolite racing batteries have a patented Vibration Guarded design. Plates are mechanically bonded, top and bottom. And press-fitted to stay put, despite 200 mph vibration.

**“Racing’s tough on batteries. You’re tougher. You cold-start a lot. That drains fluid and**

**power. And then you don’t let the gas station fellow take time to refill your battery.”**

That’s okay with Autolite. Its Sta-Ful reservoir has up to 3 times more water above the plates. And, in normal use, needs filling only about three times a year.

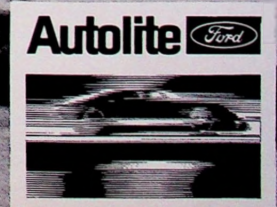
**“We change batteries like socks. You’d stick with yours for 40,000 miles—and never think about the dust and salt and stuff piling up on the battery, and making a nice little path for electric leaks.”**

With Autolite, you can forget electric leakage. The one-piece cover construction virtually eliminates self-discharging across the battery top.

Next time get an Autolite battery. It passes the toughest test in racing. And the toughest test there is. Your kind of driving.



Junior Johnson, left, owner and chief mechanic of Ford Talladega driven by Lee Roy Yarbrough.



**We pass the toughest test.**

# 1969 — Another Record Year For NASCAR

If NASCAR enjoyed its best year in 1968, Anno Domini 1969 was absolutely unreal and anything but a bear market.

NASCAR sanctioned 1,160 events in five different racing divisions with the prize money hitting a record \$5,041,929.30, an amazing increase of \$1,398,456 over 1968. There were 95 more events in 1969 than in any previous season.

For 1970, the outlook is for more and better racing. Last year major speedways opened in Cambridge Junction, Mich., College Station, Tex., and Talladega, Ala. Michigan International Speedway hosted two Grand National events while Texas International Speedway and Alabama International Motor Speedway hosted one apiece. This year there will be two at each track.



PHIL HOLMER

The advent of live and delayed telecasts by the American Broadcasting Company will bring the best of NASCAR to tens of millions of homes across the country. Races set for live telecast are the Gwyn Staley Memorial at North Wilkesboro, N. C., the Rebel 400 from Darlington Raceway, the Alabama 500 from Talladega and the World 600 from Charlotte Motor Speedway.

In 1969 David Pearson and LeeRoy Yarbrough, two young men living in South Carolina, experienced racing seasons many men just dream about.

Pearson, who is from Spartanburg, captured his third Grand National title and on the way won the Carolina 500 at North Carolina Motor Speedway and the Yankee 600 at Michigan.

The third title makes Pearson only the second man in the 21-year history of the sanctioning body to accomplish that feat. The other was Lee Petty. Pearson won titles in 1966, 1968 and last year.

While going for the championship, David won \$183,700 in prize money alone. Adding his Grand National point fund money, Pearson's total busted 200 grand, an achievement never thought possible a few years ago. His actual total was \$206,730.

It was LeeRoy Yarbrough, coming off a dismal 1968 where he was regarded as the bridesmaid, who captured the fancy of the stock car racing public.

In one season, he accomplished what it took a career for Fred Lorenzen and Pearson. He won major races at the first five existing superspeedways.

His total for super wins in 1969 was seven, a record which eclipsed namesake Cale Yarborough's four of the previous season.

LeeRoy also won the Daytona-Permatex 300 the day before the Daytona 500.

Yarbrough's victories read like the Grand National Schedule—Daytona 500, Rebel 400, World 600, Firecracker 400, Dixie 500, Southern 500 and the American 500. These victories plus 21 finishes in the top 10 in 1969 brought the native of Jacksonville, Fla., a record \$188,605 in track winnings.

While Pearson and Yarbrough shared the limelight, there was another driver steadily racking up wins on the short tracks. By the last race of the season, the Texas 500, Bobby Isaac had scored 16 times but not once in a major race.

As a matter of fact, he had never won a big one in his long career. That ended on Pearl Harbor Day in Aggie-land—College Station. It was deserving for the man who was voted NASCAR's most popular driver in 1969.

But NASCAR is not made up of one division. The other champions, Ken Rush, Red Farmer, Ray Elder and Bugs Stevens all had their years.

Take Rush, for instance. After a life of driving race cars, Rush found the Grand Touring division in 1969 and took it home at the end of the year. He beat out Frank Sessoms of Darlington, S. C., for the title with one race left on the expanded schedule.

The Grand Touring circuit came into its own in 1969. Some 10 drivers were given the checkered flag during the season and attendance tripled. The sport sedans went on their first annual northern tour and raced before standing room only crowds.

There were old faces and young, spirited talent in the division. Men like Jim Paschal, driving an American Motors Javelin to five victories, Buck Baker, proving that life begins at 40, Rush, taking the title and the two big money events at Michigan and Talladega, Tiny Lund, grabbing six wins and the fans' response.

In the under 30 set were Wayne Andrews, the division's first rookie of the year, Randy Hutchison, the college student who won at Holland, N. Y., Charlie Blanton, the product of Gaffney, S. C., and the winner of three races.

The big winner on the young circuit, since renamed the Grand American Challenge Series, was another young man, Pete Hamilton. A year before Hamilton had been named Grand National Rookie of the Year. Starting the new season he found himself without a GN ride and went to the sport sedans. Driving for the Gene White Firestone Company, Hamilton went on to dominate the circuit with his Camaro. He won 12 races out of the 26 he started. He also won \$21,743, third best on the circuit.

In 1970, the Grand American cars will be hitting the high road across the United States in their most ambitious effort to date. More than 40 races are on the docket, including another northern tour and other dates out of the southeastern United States.

Red Farmer won the national Modified championship way back in 1956. Since then he has been regarded as one of the top Modified and Late Model Sportsman drivers in the business. However, he never won another national title—that is, until 1969.

At the beginning of the season, the redhead said he was going for the title. At the end of the season, he had the title. He won it in such a powerful fashion as has never been seen before. Farmer could have quit racing for the year in August and still won the championship by a large margin.

For the third year, Carl S. Berghman, known to the Modified world as Bugs Stevens, said he wasn't running for the title. In September, for the third straight year, he found himself in a battle with Jerry Cook for the championship. In November, Stevens had won his third straight national championship.

NASCAR in 1969 was a beautiful blend of tremendous racing and astounding achievement. Anno Domini 1970 looks better and better, and better.

**(We take the fun of driving seriously.)**



Pontiac Motor Division

## **The quick way out of the minor leagues**

Every year, Pontiac gets tougher on upstarts.

Not that we go out of our way to discourage amateur performers. We just take the fun of driving very seriously.

Like engines. GTO's standard is a 350-horsepower V-8. But this year there's a high-torque 455-cu.-in. V-8 to order, as well as two Ram Airs. So someone's bound to get his feelings hurt. Letting you order a new, low-restriction, exhaust should be the final blow.

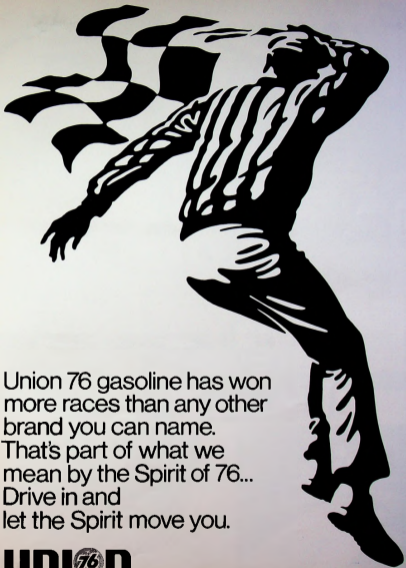
Sorry, men. But this is the major league. And it's time to make a cut.

## **Pontiac's new GTO.**

## UNION 76 RACESTOPPERS

Pictured on this page are the famous Union 76 Racestoppers who are appearing at Daytona International Speedway for the 1970 Daytona Speed Weeks. TOP LEFT: Miss Norma Bauer of Chicago. LOWER LEFT: Miss Ann Romeo of Norfolk, Va. CENTER AT LEFT: Miss Cheryl Johnson of Orlando, Fla. RIGHT: Miss Sharon Brown, formerly of Jacksonville, Fla. and Miss Doshia Wall. Miss Bauer and Miss Wall are making their first Daytona appearances.





Union 76 gasoline has won more races than any other brand you can name. That's part of what we mean by the Spirit of 76... Drive in and let the Spirit move you.

**UNION**  **n**

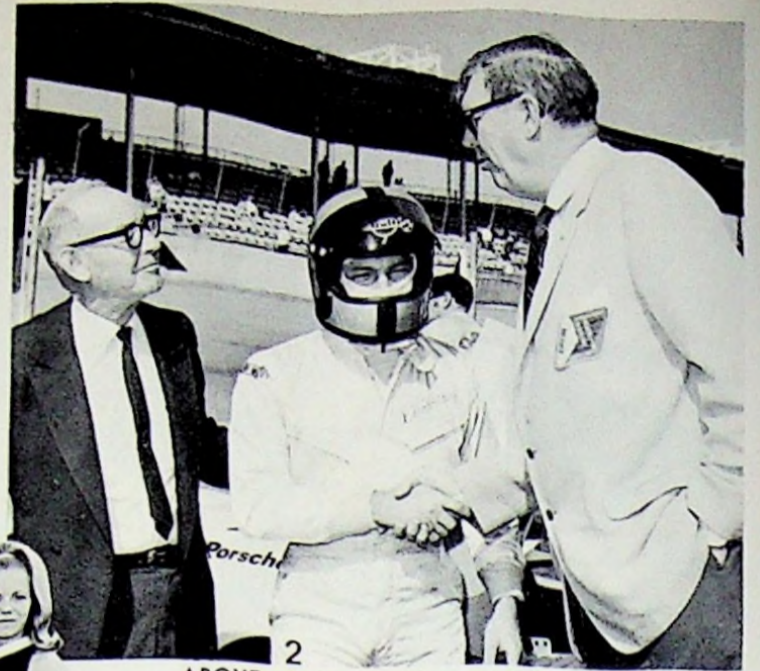


Here are some scenes from the opening day of 1970 Speed Weeks at Daytona International Speedway and around the track:

ABOVE: President Bill France of Daytona Speedway watches as Miss Speed Weeks, Miss Carolyn Cooper of Ormond Beach, waves the flag for the cars to roll out of the pit area.

RIGHT: A welcome is extended by Houston Lawing, left, public relations director for the speedway, and David Freer, President of the Daytona Area Chamber of Commerce, escorted by Miss Debbie Robison (Miss Motorcycle Classics) and Miss Cindy Wooten, Miss Sweetheart of 1970.

BELOW: Two scenes from the track during the opening day activities.



ABOVE: Pedro Rodriguez of Mexico City, Mexico, co-winner of the 1970 24 Hours of Daytona, chats with Bill France and Warren L. Greenwood, county tax assessor.

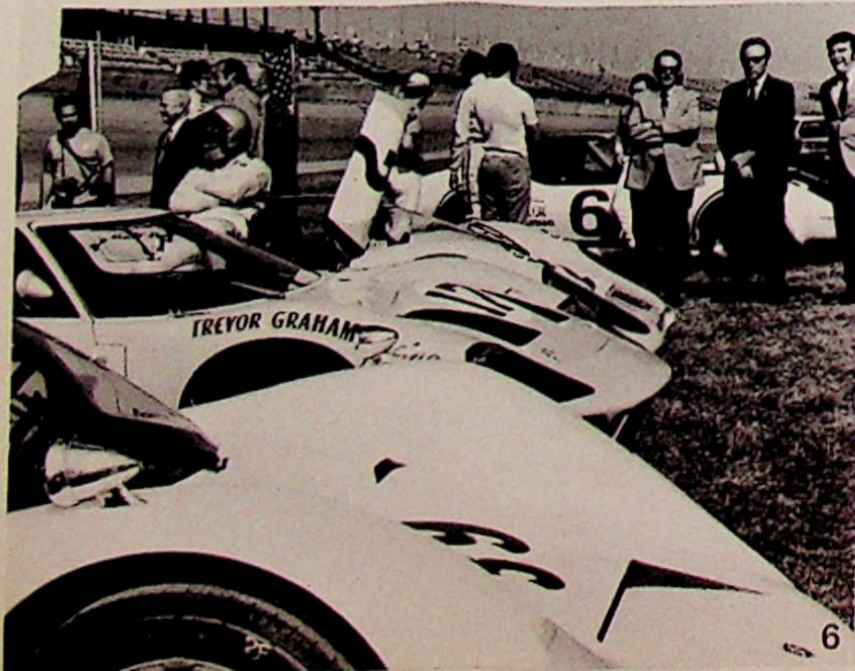
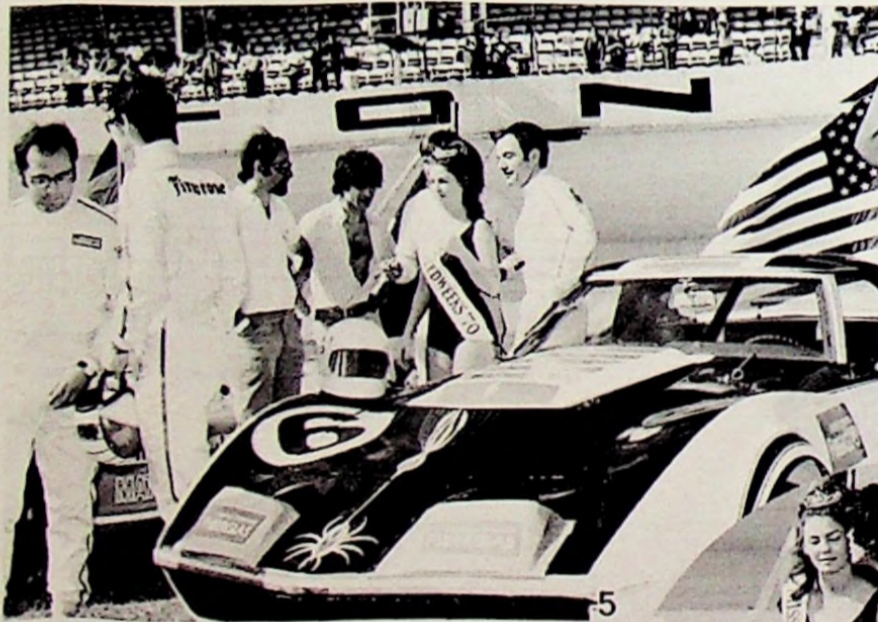
BELOW: William C. France, Vice President and General Manager of Daytona Speedway, pins on the new "Miss Speedweeks" ribbon on Miss Carolyn Cooper.

BELOW: Francois Cevert of France greets the queen in the pit area.

Included in picture (No. 5) are Tony DeLorenzo, Troy, Mich.; Jerry Thompson, Clawson, Mich.; Henri Pescarola of France, Francois Cevert of France, John Mahler of Bettendorf, Iowa, Miss Cooper and Dick Lang of Zenia, Ohio.

(Daytona Speedway Staff Pictures—Taylor Warren and Don Boc.)

## OPENING DAY FOR 1970 SPEED WEEKS



# ORDER RESERVATIONS NOW TO DARLINGTON RACEWAY'S



14th Annual Rebel 400, May 9, 1970, 3:00 P.M.

21st Annual Southern 500, Labor Day, Sept. 7, 12 Noon

The diagram shows a U-shaped race track with a starting line in the center. The Rebel 400 seating area is an uncovered grandstand labeled 'B' with rows 1-20 and columns A-V. The Southern 500 seating area is a covered grandstand labeled 'A' with rows 1-20 and columns AA-AA. A paddock area is also shown with rows 1-20 and columns A-F.

**Ticket Office, Raceway  
Box 500  
Darlington, S. C. 29532**

**TELEPHONE: AREA CODE 803, 393-4041**

Here are my reservations for the 21st Southern 500 and 14th Rebel 400.

**SOUTHERN 500 — LABOR DAY, SEPT 7, 1970**

\_\_\_\_\_ Robert E. Lee Paddock @ \$15 ..... Total \$ \_\_\_\_\_  
 \_\_\_\_\_ Stand A, 21st Row  
 (chair seats) @ \$18 ..... Total \$ \_\_\_\_\_  
 \_\_\_\_\_ Covered Stand A—Rows 1 thru 4 \$12 Total \$ \_\_\_\_\_  
 \_\_\_\_\_ Covered Stand A—Rows 5 thru 20 \$15 Total \$ \_\_\_\_\_  
 \_\_\_\_\_ Uncovered Stand B @ \$10 ..... Total \$ \_\_\_\_\_  
 \_\_\_\_\_ Upper Box Seats @ \$20 ..... Total \$ \_\_\_\_\_  
 \_\_\_\_\_ Lower Box Seats @ \$18 ..... Total \$ \_\_\_\_\_

Handling Charge \$ \_\_\_\_\_ .25  
 Total Enclosed \$ \_\_\_\_\_

**REBEL 400 — SATURDAY, MAY 9, 1970**

\_\_\_\_\_ Stand A, 21st Row  
 (chairs seats) @ \$12 ..... Total \$ \_\_\_\_\_  
 \_\_\_\_\_ Robert E. Lee Paddock @ \$12 ..... Total \$ \_\_\_\_\_  
 \_\_\_\_\_ Covered Stand A @ \$10 ..... Total \$ \_\_\_\_\_  
 \_\_\_\_\_ Uncovered Stand B @ \$8 ..... Total \$ \_\_\_\_\_  
 \_\_\_\_\_ Upper and Lower Boxes @ \$15 ..... Total \$ \_\_\_\_\_

Handling Charge \$ \_\_\_\_\_ .25  
 Total Enclosed \$ \_\_\_\_\_

Name \_\_\_\_\_ Street (Box) \_\_\_\_\_  
 City and State \_\_\_\_\_ Zip Code No. \_\_\_\_\_ **PERSONAL CHECK ORDERS HELD TWO WEEKS**  
 (please type or print)

# WELCOME TO MARTINSVILLE SPEEDWAY

Racing Fans,

Welcome to Martinsville Speedway and the 15th annual Virginia 500 NASCAR Grand National race.

Posted awards for the Virginia 500 total \$50,160, making it the richest event of its distance in NASCAR history. We have increased our awards from \$46,585 of last fall to insure that you will continue to see the best field of drivers that can be assembled.

And we will continue to try to bring you "super speedway" action at "short track" prices. We like to call Martinsville Speedway "The Fans' Race Track" and we try to make this more than just a slogan.

For those of you who have visited our track in the past, welcome back. And for those of you who are here for the first time, make yourself at home and we think you will be surprised and pleased with what you find.

I challenge you to find a race track that is more comfortable or attractive. We invite you to take note of our clean concession stands, modern restrooms and first-aid rooms.

Should you need the aid of an officer, you will find one in the security stands located immediately behind the grandstand. We want you to be able to come here with your family and to enjoy the race without being annoyed in any manner.

And we certainly want to invite you back for our 15th annual \$50,000 Old Dominion 500 NASCAR Grand National race on September 27 and NASCAR's longest and richest late model modified event, the \$30,000 Cardinal 500 on October 18.

Our new late model modifieds made their debut in the Dogwood 500 and the fans were well pleased with the beauty and speed of the powerful machines. The field included such cars as Mustangs, Camaros, Chevy IIs, Falcons, Corvairs, etc., and they were easily recognized in comparison to the old coupes and even more exciting.

Today, we have done everything possible to assure you of a good race and that you will be comfortable while you watch. Everything we do here at the speedway is for you fans.

Enjoy yourself and come to see us often.

You are always welcome at Martinsville Speedway—"The Fans' Race Track."



CLAY EARLES, President  
Martinsville Speedway

## WARNING To All Spectators and Patrons

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

Signed: THE MANAGEMENT

SINCE



1910

# DAVIDSONS

Western Virginia's Most Exclusive Men's Stores

ROANOKE • MARTINSVILLE • LEXINGTON • BLACKSBURG



**PERFORM AT TODAY'S RACE**—The Glenvar Highlander Green and Gold, the marching band from Glenvar High School in Salem, Va., will perform prior to today's race. The band, which is starting its seventh year of performances, wears green and gold Scotch Kilt uniforms. The band has been rated excellent at state music festivals and several members have received superior ratings at solo festivals. The band is directed by Wilbur E. Grant (left).



**GUEST OF HONOR**—Miss Virginia, Sydney Lee Lewis of Hampton, Va., is the guest of honor for today's race and will be on hand in victory circle to present the trophy to the winner. Miss Lewis, who is 19, was born in Nassaw County, N. Y., and is the daughter of Lt. Col. (Ret.) and Mrs. Dwight F. Lewis. She attended Kecoughtan High School and is a graduate of Chowan College. She plans to attend William and Mary and major in pre-law.

You've got a lot to live  
Pepsi's got a lot to give



**Pepsi-Cola Bottling Co.**  
MARTINSVILLE & DANVILLE, VA.

# Schedule Of Events For 15th Annual Virginia 500 Race

## FRIDAY

9 a. m. - 12 Noon—Practice.  
 1 p. m. - 3:30 p. m.—Qualifying for Grand National cars. Fastest 20 cars earn positions 1 through 20 for Virginia 500.  
 3:30 p. m. - 4:30 p. m.—Practice.

## SATURDAY

9 a. m. - 12 Noon—Practice.  
 1 p. m. - 2:30 p. m.—Qualifying for Modified Cars.  
 2:30 p. m.—20-Lap qualifying race for Grand National cars to determine starting positions 21 through 40 for Virginia 500.  
 3:00 p. m.—100-Lap NASCAR national championship late model modified race.

## SUNDAY

11:30 a. m.—Performance by Glenvar High School Marching Band from Salem, Va., under the direction of Wilbur E. Grant.  
 12:20 p. m.—Parade of visiting pace cars.  
 12:25 p. m.—Introduction of drivers in the Virginia 500.  
 12:30 p. m.—Introduction of Miss Virginia, Sydney Lee Lewis of Hampton, Va., who will present trophies to the fastest qualifier for the Virginia 500 and to the winner of the 50-lap qualifying race.  
 12:35 p. m.—"Carry Me Back To Old Virginia," played by the Glenvar High School Band.  
 12:40 p. m.—Introduction of Martinsville Speedway president H. Clay Earles.  
 12:45 p. m.—Invocation.  
 12:50 p. m.—National Anthem, played by the Glenvar High School Band.  
 12:55 p. m.—"Gentlemen Start Your Engines."  
 1:00 p. m.—Start of 15th annual Virginia 500.  
 Conclusion of Race—Drawing for Ridgeway Lady Lexington Grandmother clock.

## RACE OFFICIALS

<i>Race Directors</i>	H. CLAY EARLES, Martinsville, Va. WILLIAM H. G. FRANCE, Daytona Beach, Fla. WILLIAM C. FRANCE, Daytona Beach, Fla. MORRIS METCALFE, Winston-Salem, N. C. JOHNNY BRUNER, JR., Ormond Beach, Fla.
<i>Chief Scorer and Timer</i>	BILL GAZAWAY, Atlanta, Ga.
<i>Starter</i>	DICK BEATY, Charlotte, N. C.
<i>NASCAR Technical Director</i>	BILL GARLICK, Roanoke, Va.
<i>Inspectors</i>	ENOCH STALEY, North Wilkesboro, N. C. LEWIS COMPTON, Martinsville, Va.
<i>Chief Steward</i>	MRS. DOROTHY E. CAMPBELL, Martinsville, Va.
<i>Track Announcer</i>	MRS. MARY E. WEATHERFORD, Martinsville, Va.
<i>Ticket Sales Directors</i>	TOMMY FISHER, Martinsville, Va. CLARENCE ROGERS, Martinsville, Va.
<i>Concessions Managers and Grounds Supervisors</i>	T. TAYLOR WARREN, Daytona Beach, Fla. PAUL DALTON, Daytona Beach, Fla. CHARLES TATE, Greensboro, N. C.
<i>Chief Photographer</i>	DICK THOMPSON, Ridgeway, Va.
<i>Program Department</i>	MRS. SANDRA THOMPSON, Ridgeway, Va. BOB LATFORD, Charlotte, N. C.
<i>Public Relations and Publicity</i>	PETE WEATHERFORD, Martinsville, Va. JOHNNY PRILLAMAN, Roanoke, Va. MARVIN WEBBER, Martinsville, Va. PAGE SHELTON, Martinsville, Va.
<i>Auditor</i>	1970 FORD TORINO, Courtesy of Ford Motor Company
<i>Bookkeeping</i>	AUTO SALES AND BODY COMPANY, Martinsville, Va.
<i>Official Pace Car</i>	BOB WHITE'S CHEVRLAND, Martinsville, Va.
<i>Wrecker Service</i>	BOWMAN MOTOR SALES, INC., Martinsville, Va.
<i>Emergency Crew</i>	MARTINSVILLE-HENRY COUNTY LIFE SAVING CREW
<i>Track Fire Chief</i>	BRANTON MARTIN, Martinsville, Va.
<i>Sound System</i>	STEREO JOE SOUND SERVICE, Charlotte, N. C.
<i>Guest of Honor</i>	MISS VIRGINIA, SYDNEY LEE LEWIS, Hampton, Va.
<i>Radio Network</i>	UNIVERSAL RACING NETWORK

## VIRGINIA 500 GRAND NATIONAL POINTS

1.	100
2.	98
3.	96
4.	94
5.	92
6.	90
7.	88
8.	86
9.	84
10.	82
11.	80
12.	78
13.	76
14.	74
15.	72
16.	70
17.	68
18.	66
19.	64
20.	62
21.	60
22.	58
23.	56
24.	54
25.	52
26.	50
27.	48
28.	46
29.	44
30.	42
31.	40
32.	38
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36.	30
37.	28
38.	26
39.	24
40.	22



**BOB MONTGOMERY**  
Announcer



**LEWIS COMPTON**  
Announcer



**DICK THOMPSON**  
Publicity Director

## TOP TWENTY: GRAND NATIONAL POINT STANDINGS THRU APRIL 15

1. Richard Petty	841	11. Frank Warren	587
2. Bobby Allison	793	12. Benny Parsons	527
3. Bobby Isaac	791	13. Wendell Scott	514
4. James Hyllton	780	14. Cecil Gordon	513
5. Dave Marcis	761	15. David Pearson	487
6. Neil Castles	700	16. Coo Coo Marlin	459
7. Elmo Langley	686	17. John Sears	420
8. Pete Hamilton	628	18. J. D. McDuffie	407
9. Jabe Thomas	622	19. Ben Arnold	399
10. Dick Brooks	619	20. Henley Gray	380

## MANUFACTURERS CHAMPIONSHIP POINTS

1. Plymouth	62
2. Ford	48
3. Dodge	46
4. Mercury	27
5. Chevelle	1
6. Buick	1

SECOND ANNUAL

# TALLADEGA

# 500

SUN.  
AUG. 23



1970  
STARTING TIME  
1:00 P.M.

500-MILE GRAND NATIONAL CIRCUIT STOCK CAR RACE  
OVER WORLD'S FASTEST BANKED 2.66-MILE SPEEDWAY

**VULCAN 500 — Sunday, June 14, 1970**

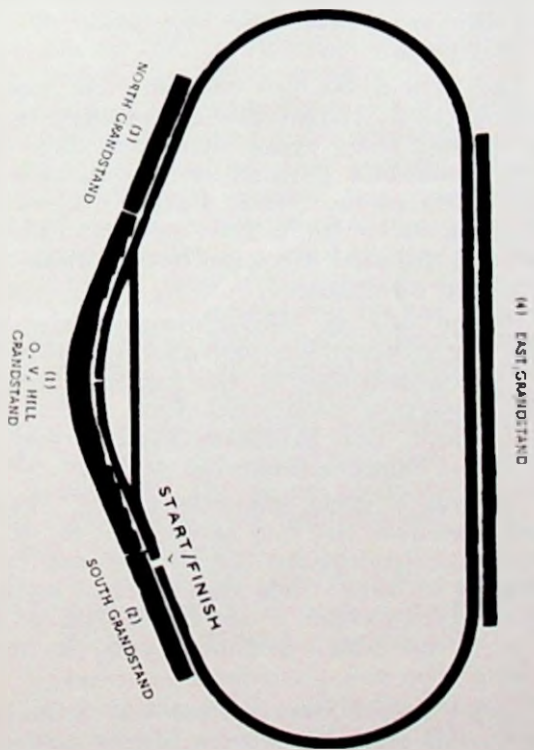
FEATURING ARCA STARS AND DRIVERS

**BAMA 500 — Sunday, September 6, 1970**

NASCAR GRAND AMERICAN CHALLENGE CARS AND DRIVERS

Order your reserved seat tickets now for the 1970 TALLADEGA

500, VULCAN 500 and "BAMA" 500 or 1971 ALABAMA 500



Excellent facilities for campers & trailers on Speedway grounds.

ALABAMA INTERNATIONAL MOTOR SPEEDWAY  
P. O. Box 416  
Talladega, Ala. 35160

Date \_\_\_\_\_

I am enclosing (cashier's check—money order) for \$\_\_\_\_\_, including 25c service charge, for reserved seat tickets for Alabama International Motor Speedway events as checked below. (Check number of tickets, grandstand, section and row on form). Make checks payable to INTERNATIONAL SPEEDWAY CORP. (Orders accompanied by personal checks will be held two weeks before mailing) NOTE: If substitution is necessary, state second preference.

Grandstand No.	GRANDSTAND	Check Grandstand	TALLADEGA 500 August 23, 1970 No. Tickets _____ Section _____ Row _____	ALABAMA 500 April 12, 1971 No. Tickets _____ Section _____ Row _____
1 S	O. V. HILL (South) 11 thru 25 (Box Chair Seats)	_____	\$25.00	\$25.00
1 S	O. V. HILL (South) 2 thru 10	_____	15.00	15.00
1 N	O. V. HILL (North) 11 thru 25 (Box Chair Seats)	_____	25.00	25.00
1 N	O. V. HILL (North) 1 thru 10	_____	15.00	15.00
2	SOUTH Grandstand 11 thru 25 (Box Chair Seats)	_____	25.00	25.00
2	SOUTH Grandstand 1 thru 10	_____	15.00	15.00
3	NORTH Grandstand 17 thru 25 (Box Chair Seats)	_____	20.00	20.00
3	NORTH Grandstand 1 thru 16	_____	10.00	10.00
4	EAST Grandstand (Unreserved—Tickets on sale race day only)	_____	8.00	8.00
	Infield Admission: (Tickets on sale race day only)	_____	6.00	6.00

Infield charge for car \$1.00—Pickup campers \$10.00 plus general admission ticket. No scaffolds or platforms. Regardless of age children must have tickets for reserved grandstand or box seats.

THE VULCAN 500—Sunday, June 14—RESERVED SEAT TICKETS

1 S O. V. HILL (South) 11 thru 25 (Box Chair Seats) \_\_\_\_\_ Tickets @ \$20.00 Sec. \_\_\_\_\_ Row \_\_\_\_\_

1 S O. V. HILL (South) 2 thru 10 \_\_\_\_\_ Tickets @ \$15.00 Sec. \_\_\_\_\_ Row \_\_\_\_\_

THE "BAMA" 500—Sunday, Sept. 6—RESERVED SEAT TICKETS

1 S O. V. HILL (South) 11 thru 25 (Box Chair Seats) \_\_\_\_\_ Tickets @ \$20.00 Sec. \_\_\_\_\_ Row \_\_\_\_\_

1 S O. V. HILL (South) 2 thru 10 \_\_\_\_\_ Tickets @ \$15.00 Sec. \_\_\_\_\_ Row \_\_\_\_\_

All other seats in Westside grandstands unreserved for June 14 and Sept. 6—\$10.00  
Eastside grandstand seats unreserved June 14 and Sept. 6—\$8.00.  
Unreserved seat tickets on sale race days only. Infield admission both dates \$4.00.

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# Martinsville Speedway: All America Race Track In An All America City

By BILL WEEKES  
Sports Editor  
Martinsville (Va.) Bulletin

The Martinsville Speedway would be an All-America race track even if the city hadn't been so designated. It has shown the way as a facility par excellence and its president H. Clay Earles has never ceased to think up and carry out ways to uplift the sport of stock car racing through the track here.

In the 24 years of existence, the Martinsville Speedway, through the leadership of Earles, has been the first or among the first to install at a stock car racing track a scoreboard, permanent rest rooms, concrete stands, stationary concession stands and press box. Once he got the speedway firmly scheduled in the Grand National circuit, Earles went on toward upgrading modified racing nationally the Martinsville Speedway continuously upped purses and added to its original two annual 100 lappers, two 300-lap modified races soon to be replaced by two unprecedented 500-lap modified races a year.

"The speedway is a credit to the area," stated NASCAR president Bill France, a native of Henry County's Horsepasture community. "I would venture to say the publicity of the events at the speedway put Martinsville on the map more than any other enterprise there."

It all started back in 1947. Back in the spring of that year Earles had gotten out of the U. S. Navy, had seen a couple of races down in Salisbury, N. C. and hit upon the idea to open up his own track somewhere. So, Earles and two prospective business partners—Sam Rice, farmer-racer then in the dirt moving business and Henry Lawrence, a Henry County native—treked across the farmland owned by a family named McCrickard, and viewed the 30-acre terrain that was to become the speedway proper. It was a cornfield, but to Earles' eyes, it looked the perfect place to operate an up-and-coming sport of stock car racing.

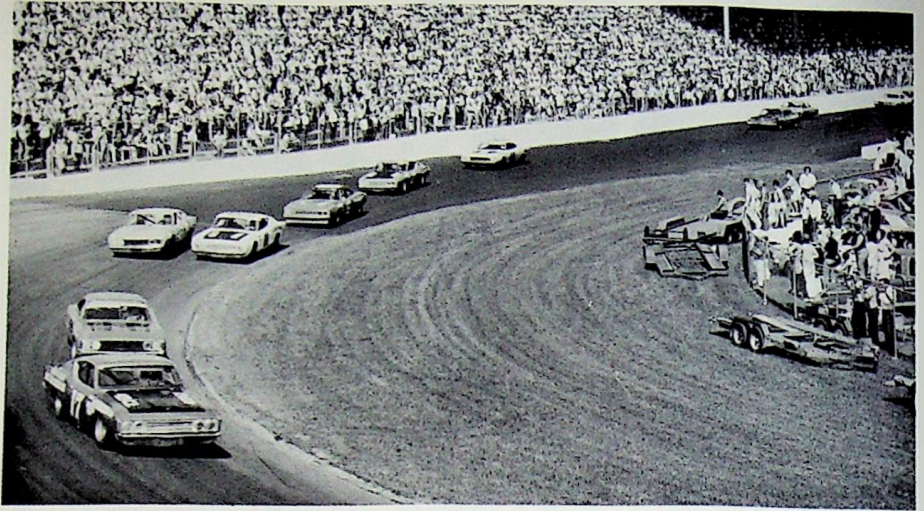
So Earles and his partners bought the 30 acres, eventually putting in \$60,000 in the initial plant.

By the time the first race was ready to be run, only 750 of the 5,000 seats planned had been built and only seven to ten acres had been left over, enough for 1,400 cars or about 4,000 people.

"This shows you just how little we knew about the business when we first started," said Earles.

If one were to be Biblical, one could say the speedway here sprung from the dust. Sept. 7, 1947 proved to be a dandy day for cross pollination. By the time young Earles had had time to congratulate Red Byron, the speedway's first visitor, the crowd of 6,013 paid racing fans had become coated with the nicest layer of red dirt this side of the Grand Canyon.

People left in their rusty-colored best; cars were embraced by an inch of top soil and most women departed barefooted, their high heels unable to negotiate the muck.



"We publicized in good faith and sincerely believed we had a dustfree track. It turned out to be the dustiest place I've ever seen," recalled Earles. "Had an H-Bomb dropped there, it wouldn't have been any dustier. After the race you couldn't recognize the people leaving. They looked like 6,013 paying Indians."

There are some here in Henry County who probably never went back to another one of Earles' races again. Most, however, kept returning and soon discovered the Martinsville track to be a fan's track. The other small tracks looked to Martinsville to show the way in the sport.

First Earles knew he would have to do something about keeping the dust down. Some 20,000 gallons of oil, calcium chloride and water had been administered to the surface. But the liquid had to penetrate deeper were it ever to be effective. The top layer eroded off after the first few laps exposing the dirt to the mercy of the grinding wheels. Not surprisingly, the spring, 1948 race was a disappointment attendance-wise. Only half the original number of the fall event showed up.

However, at each race, Earles would mill through the crowd, gleaning information by eaves-dropping on the comments by the fans.

"What lap is it," was a frequent query.

"Who's leading?" was another. Some fans couldn't hear the public address system.

"We needed to upgrade the speedway. I worried after each race whether most of the fans would be back," confessed Earles.

By 1959, the speedway had swelled its seating capacity to 10,000. Another big move that year was the joining of France with Earles in a partnership, both buying out the shares of Rice and Lawrence.

During the first five years of their partnership, Earles worked over plans for the speedway's first big innovation, its paving.

"No matter how well we would treat it, the dust never could be completely settled," Earles observed.

He called France in Daytona and laid it on the line: If they were going to remain

in business in Martinsville, they would have to pave the track for the sake of the spectators.

"I remember Bill laughing and asking whether paving the track wouldn't ruin it and I replied that if we didn't pave it, we'd be ruined. He said he didn't have the money, but that if I could raise it, he'd go along with the idea. So I got the money."

By the fall of 1955, the asphalt track had been laid and Speedy Thompson enjoyed the honor of winning the first race on it, taking the checkered flag after 200 laps. Attendance ballooned to 8,000—more than double of any one race the previous four or five years.

The year 1955 also saw another innovation at the Martinsville Speedway—sports car racing. The event, however, soon fell by the wayside because of the lack of entries. Also in that year, Earles ran weekly modified races for a few months, but this too discontinued because hot weather discouraged attendance.

In the fall of 1956, however, the first Virginia Sweepstakes arrived. Featuring the top 20 convertibles vs. the top 20 hardtops, this attraction continued four years with Jack Smith, Bob Welborn, Fireball Roberts and Rex White among the victors.

"It was a good attention-getter," Earles said, "because the fans were able to get an idea what contortions the drivers had to go through to keep their cars on the track in different situations. I got the cream of the crop from both divisions and it made money."

The Virginia Sweepstakes was a success, but Earles enjoyed an even bigger milestone for his speedway that year. It was related to spectator response to the first race on a paved track.

If the fans liked the paved track, how would they like a NASCAR-sanctioned 500 Grand National affair?

Earles asked France about getting such a race for Martinsville. France arranged it.

(Continued on next page)



**H. CLAY EARLES**  
Speedway President



**RICHARD PETTY**  
Top Grand National Winner



**RAY HENDRICK**  
Leading Modified Winner

"I figured that on a half-mile track the spectators could see all the action and its entirety, and that after modifying the track from a safety standpoint (concrete re-enforced walls) the speedway could accommodate a grand national event."

Some 11,000 fans jammed the speedway the spring of 1956 for the speedway's first 500 lap GN event, labeled "The Martinsville Annual 500," which was, in truth, the first annual Virginia 500.

With the track itself grown to its desired proportions and the events featured on it now the biggest and most auspicious yet, Earles began a process of refinement and internal improvements of existing facilities. He installed conveniences for the fans, comfort and to aid in elevating the fans' thinking toward the motor sport.

The past decade, Earles has continued his policy of turning back a goodly portion of the profits into the speedway plant. Permanent rest rooms, concrete stands, stationary concession stands, improved public address systems, a lap and position scoreboard and a press box have been among the ideas Earles has pioneered for the half-mile NASCAR track. The track's seating capacity also climbed to its present 21,000 and the speedway area expanded to 200 acres as Earles continued to buy contiguous tracts.

In 1959-60, the marshland and ravine in the center of the track oval was drained and culvert installed and covered with dirt (8,800 truck loads!).

It was about this time that France moved NASCAR's publicity operations from Greensboro, N. C. to Daytona Beach, Fla.

"I could see a need for our own publicity facilities at the track and built the publicity office and got equipment in 1960," Earles related.

Until 1965, publicity for the track was handled by the Daytona staff, who would move up to Martinsville a couple weeks prior to each race and put out advance publicity. However, by early 1966 Earles set up his own staff, with Dick Thompson, former Roanoke sports writer, becoming the speedway's publicity director.

"The Martinsville Speedway and Clay Earles have been an integral part of the

betterment of motor sports and stock car racing in particular," stated France. "The improvements at the speedway have been such it looks like a park here. The Martinsville Speedway is not as large as some others, but it is one of the few facilities that emphasize spectator comforts and I think Clay has put practically all its earnings into improvements. The prize money has also greatly increased and the plant itself reflects what can be done with a lot of energy."

Having solidified himself in the Grand National circuit and having improved the physical plant at the speedway pretty well to the point where he was satisfied (although in the past year he widened the turns and pushed back the pit areas. Earles next turned to dressing up and sparking increased interest in the modified circuit.

In October, 1966 Earles ran the speedway's first 300-lap modified race and James Hayes of Norlina, N. C. was the victor. The following spring the first Dogwood 300 transpired with Ray Hendrick of Richmond, Va.—the man with more wins here than any other driver with eight—the winner. Then more 300-lappers followed and then prior to the second Dogwood 300 on March 31, 1968, Earles decided to tell the crowd of another new idea—a 500 lap modified race.

It would be the longest race in modified history, not only in laps, but distance. Many followers of the sport thought the idea ridiculous, even ludicrous. Ghastly visions of blown engines and smashing pileups cropped up in the mind's eye of fan, sports-writer and driver alike.

But in the first race there were only six caution flags and as many as 24 cars finished. Earles had proven the feasibility of a long modified race and has given the mechanics and drivers in the sport a challenge that made them better in their fields for all of it and richer as well.

The most recent transition at the track has been the phasing out and complete elimination, with the race this month, (March 22) of the early model modifieds—another step Earles has taken toward up-lifting and dignifying the sport. The longer races and the car transition are changes that have been accepted, for the most part,

without a whole lot of grumbling because the purses have climbed as well with 500-lap affairs totaling in the neighborhood of \$30,000 for the drivers, owners and mechanics.

Naturally, when there has been such a steady pace of changes as there has been at the Martinsville Speedway, one naturally asks: What next? Will the Martinsville Speedway ever go to a mile or longer. Earles thinks not.

"Our speedway offers race fans here more than they could ever expect on a large track. On our track all the action is contained within the fans' vision while it is partially obstructed on larger tracks," Earles disclosed.

Earles is also proud of the fact that his track has been a safe track. Other than a fire broke out in the pits during the first annual Dogwood 300 last April 22, the speedway has not realized any accident resulting in hospitalization. The fire during the Dogwood affair seriously burned two mechanics.

"We have fans here who go nowhere else to see a race. They don't see people get hurt because drivers here don't go fast enough to really get hurt. Also, if we converted into a mile track, we'd have to convert all the facilities we now have."

But the Martinsville Speedway has gained a reputation for being a singular half-mile track. Because the banks are not steep, racers have learned to handle this track like no other on the circuit.

Only Flock, who was the GN champ in 1947 and who raced with brother Bob in the first race, sees the local speedway as one of the most changed in NASCAR.

"It has always been a good track to race on and to put a good show on. I came back last year and saw all the improvements that have been done to it. So many of the tracks. I raced on during '47 are still the same, but at Martinsville, much of the profits are put back into the plant. It's one of the best showplaces for half-mile races."

Surely changing with the times for the better ought to be an All-America trait.



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PRIZE AWARDS DISTRIBUTION FOR THE MARTINSVILLE VIRGINIA 500

PLACE	Racing Purse	Autolite Spark Plugs	Champion Spark Plugs	Bell Helmet	Goodyear tires	Union "76" Division	STP Keep Kool Rad. Treat.	TOTAL AWARDS		
1st	\$8,350	\$250	\$250	\$100	\$500	\$300	\$500	\$10,000		
2nd	4,100	100	100		300	200	300	5,000		
3rd	2,550	50	50		200	100	100	3,000		
4th-\$1,500	5th-\$1,000	6th-\$900	7th-\$850	8th-\$800	9th-\$775	10th-\$750	11th-\$740	12th-\$730	13th-\$720	14th-\$710
15th-\$700	16th-\$690	17th-\$680	18th-\$670	19th-\$660	20th-\$650	21st-\$640	22nd-\$630	23rd-\$620	24th-\$610	25th-\$600
26th-\$590	27th-\$580	28th-\$570	29th-\$560	30th-\$550	31st-\$545	32nd-\$540	33rd-\$535	34th-\$530	35th-\$525	
36th-\$520	37th-\$515	38th-\$510	39th-\$505	40th-\$500						

TV PURSE MONEY DISTRIBUTION—TV money has been added to the Racing Purse as follows: \$15 each to 1st thru 40th places.

**QUALIFYING AND SPECIAL AWARDS**

\$800 Time trials awards (Fri., Apr. 24) divided: 1st-\$150 2nd-\$100 3rd-\$75 4th and 5th-\$50 each; 6th thru 20th-\$25 each.  
 \$1,110 Qualifying race (Sat., Apr. 25), divided: 1st-\$100 2nd-\$50 3rd-\$35 4th thru 40th-\$25 each.  
 \$500 Lap money — \$10 to leader of each 10th lap, guaranteed by speedway.  
 \$250 to Grand National Champion David Pearson if he enters before entry deadline and competes.  
 \$200 STP Keep Kool Radiator Treatment awards to chief mechanics: \$100 on winning car, \$50 each on second and third place cars.  
 Trophies to fastest qualifier on Friday and winner of Saturday qualifying race.  
 Grandfather clock to Virginia "500" winner.

**PRACTICE and QUALIFYING SCHEDULE and PROCEDURE**

Thurs., Apr. 23 - Practice 9 a.m. to 4:30 p.m.  
 Fri., Apr. 24 - Practice 9 a.m. to 12 noon and 3:30 to 4:30 p.m. Time trials 1 to 3:30 p.m. (20 fastest cars qualify for Virginia "500".)  
 Sat., Apr. 25 - Practice 9 a.m. to 12 noon. 20-lap qualifying race 2:30 p.m. (to determine starting positions 21 thru 40 for Virginia "500".)  
 Time trials two consecutive laps, faster lap to count. If rain prevents all 40 starting positions from being filled, the remaining positions will be assigned to eligible cars in the order in which they would have started the qualifying race. Only one qualifying attempt will be allowed each car each day. Starting field limited to 40 cars.

**TELEVISION MONEY**

Under the division of the NASCAR television program, \$250 per \$1,000 of the gross television receipts is received for driver entries and is to be paid as a part of the race day purse if a special retirement point fund has not been announced prior to the distribution of the official entry blank. Therefore, the driver's share of the Virginia "500" television receipts has been distributed among the 40 positions of the Racing Purse as shown on the official entry blank. The Virginia "500" television driver purse totals \$597.75. No NASCAR championship point fund money will be paid on the television money.

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# SPRINGNATIONALS

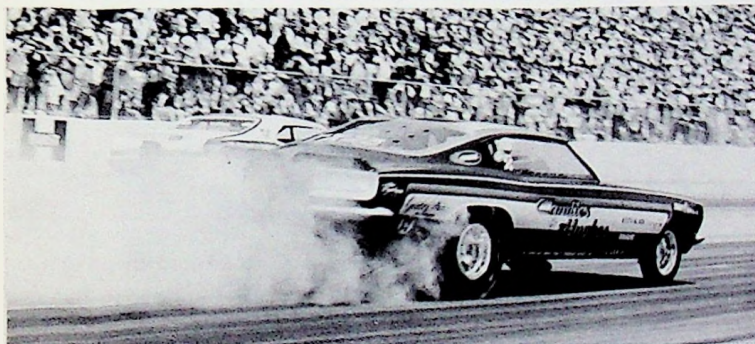
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# Past Results Of The Martinsville Late Model Races

## FIRST RACE—1947

Red Byron                      Bob Flock                      Ed Samples                      Jack Etheridge                      Fred Mahon

### 100-Mile, 200-Lap Races Over Half-Mile Dirt Track

1949	Red Byron (Olds 88)	Lee Petty (Plym)	Ray Erickson (Merc)
1950	Curtis Turner (Olds)	Jim Paschal (Ford)	Buck Baker (Olds)
1950	Herb Thomas (Plym)	Lee Petty (Plym)	Buck Baker (Olds)
1951	Curtis Turner (Olds)	Frank Mundy (Stude)	Tim Flock (Olds)
1951	Frank Mundy (Olds)	Lee Petty (Plym)	Bill Myers (Hudson)
1952	Dick Rathman (Hud)	Bill Blair (Olds)	Perk Brown (Hudson)
1952	Herb Thomas (Hudson)	Fonty Flock (Olds)	Lee Petty (Plym)
1953	Lee Petty (Dodge)	Herb Thomas (Hudson)	Dick Rathman (Hudson)
1953	Jim Paschal (Dodge)	Lee Petty (Dodge)	Bill Blair (Olds)
1954	Jim Paschal (Olds)	Lee Petty (Chrys)	Curtis Turner (Olds)
1954	Lee Petty (Chrys)	Hersh McGriff (Olds)	Buck Baker (Olds)
1955	Tim Flock (Chrys)	Lee Petty (Chrys)	Jr. Johnson (Olds)

Record—1 lap, Fonty Flock, 30.53 seconds, 58.958 mph, 1953, Hudson.

100 Miles—Jim Paschal, 1954, Oldsmobile, 1 hour, 47 minutes, 7 seconds.

### VIRGINIA SWEEPSTAKES (Discontinued in 1960) HARDTOPS AND CONVERTIBLES

1956	Jack Smith (Dodge H)	Marvin Panch (Ford H)	Bill Amick (Ford H)
1957	Bob Welborn (Chev C)	Jim Massey (Ford C)	Lee Petty (Olds H)
1958	F. Roberts (Chev H)	S. Thompson (Chev H)	Rex White (Chev H)
1959	Rex White (Chev H)	Glen Wood (Ford C)	Jim Reed (Chev H)

Records—1 lap, Glen Wood, 25.91 seconds, 69.471 miles per hour set in a Ford in 1959. 400 Laps—Fireball Roberts, Chevrolet, 1958, 2 hours, 43 minutes, 11 seconds, 73.536 miles per hour. 500 Laps—Bob Welborn, Chevrolet, 1957, 3 hours, 58 minutes, 63.025 miles per hour.

### 100-Mile, 200-Lap Race Over Half-Mile Asphalt Track

1955	Speedy Thompson (Chrys)	Bob Welborn (Chev)	Jim Paschal (Chev)
------	-------------------------	--------------------	--------------------

Record—Speedy Thompson, 1955, Chrysler, 1 hour, 40 minutes, 40 seconds, 59.602 miles per hour.

### VIRGINIA 500—500 Laps—250 Miles

1956	Buck Baker (Dodge)	Speedy Thompson (Dodge)	Lee Petty (Dodge)
1957	Buck Baker (Chev)	Curtis Turner (Ford)	Tom Pistone (Chev)
1958	Bob Welborn (Chev)	Rex White (Chev)	Jim Reed (Ford)
1959	Lee Petty (Olds)	John Beauchamp (Chev)	Junior Johnson (Ford)
1960	Richard Petty (Plym)	Jim Massey (Ford)	Glen Wood (Ford)
1961	Junior Johnson (Pont)	Emanuel Zervakis (Chev)	Fireball Roberts (Pont)
1962	Richard Petty (Plym)	Joe Weatherly (Pont)	Rex White (Chev)
1963	Richard Petty (Plym)	Tiny Lund (Ford)	Darel Dieringer (Merc)
1964	Fred Lorenzen (Ford)	Marvin Panch (Ford)	Junior Johnson (Ford)
1965	Fred Lorenzen (Ford)	Marvin Panch (Ford)	Dick Hutcherson (Ford)
1966	Jim Paschal (Plym)	Paul Goldsmith (Plym)	Richard Petty (Plym)
1967	Richard Petty (Plym)	Cale Yarborough (Ford)	J. T. Putney (Chevelle)
1968	Cale Yarborough (Merc)	David Pearson (Ford)	Donnie Allison (Ford)
1969	Richard Petty (Ford)	David Pearson (Ford)	Bobby Allison (Dodge)

Qualifying Record—23.000 seconds, 82.260 mph, set by Bobby Allison, Hueytown, Ala., in a 1969 Dodge, April 25, 1969.

Race Record—3 hours, 33 minutes, 59 seconds, 70.098 mph, set by Fred Lorenzen of Elmhurst, Ill., in a 1964 Ford in winning the 1964 race. (Track Grand National 500-lap race record.)

### OLD DOMINION 500—500 Laps—250 Miles

1956	Jim Massey (Chev)	Allen Adkins (Dodge)	Bob Welborn (Chev)
1957	Bill Amick (Ford)	Jim Massey (Ford)	Dick Beatty (Ford)
1958	Fireball Roberts (Chev)	Glen Wood (Ford)	Lee Petty (Olds)
1959	Tom Pistone (T-Bird)	Larry Frank (Chev)	Joe Lee Johnson (Chev)
1960	Rex White (Chev)	Joe Weatherly (Ford)	Junior Johnson (Chev)
1961	Joe Weatherly (Pont)	Rex White (Chev)	Junior Johnson (Pont)
1962	Nelson Stacy (Ford)	Richard Petty (Plym)	Ned Jarrett (Chev)
1963	Fred Lorenzen (Ford)	Marvin Panch (Ford)	Joe Weatherly (Merc)
1964	Fred Lorenzen (Ford)	Richard Petty (Plym)	Junior Johnson (Ford)
1965	Junior Johnson (Ford)	Richard Petty (Plym)	David Pearson (Dodge)
1966	Fred Lorenzen (Ford)	Darel Dieringer (Merc)	Bobby Allison (Chevelle)
1967	Richard Petty (Plym)	Dick Hutcherson (Ford)	David Pearson (Ford)
1968	Richard Petty (Plym)	Cale Yarborough (Merc)	LeeRoy Yarbrough (Ford)
1969	Richard Petty (Ford)	David Pearson (Ford)	Buddy Baker (Dodge)

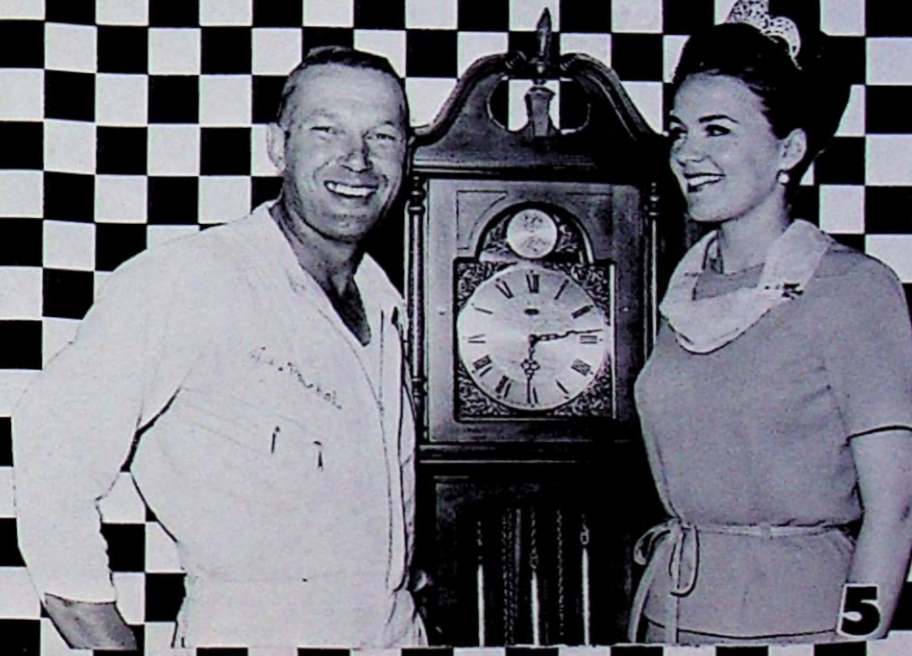
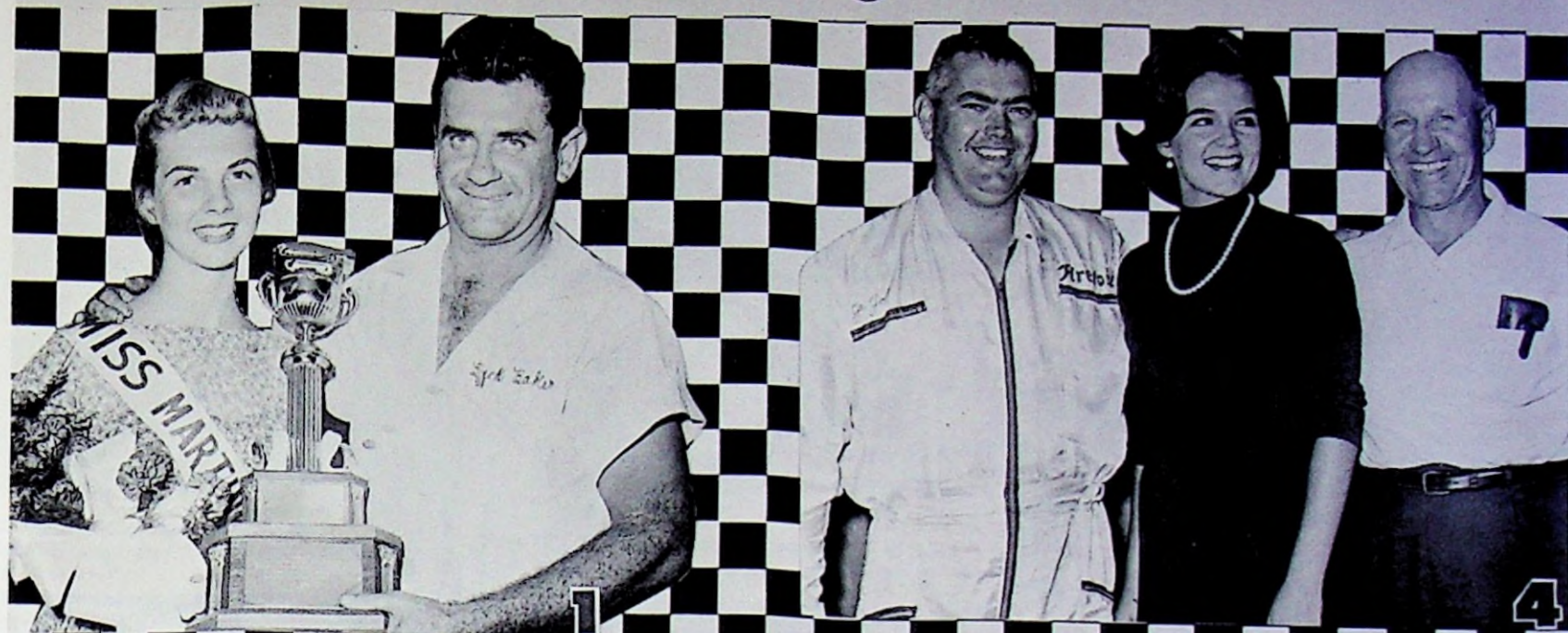
Qualifying Record—22.741 seconds, 83.197 mph, set by David Pearson, Spartanburg, S. C., in a 1969 Ford, September 26, 1969. (Track Grand National qualifying record.)

Race Record—3 hours, 35 minutes, 30 seconds, 69.605 miles per hour, set by Richard Petty, Randleman, N. C., in a 1967 Plymouth in the 1967 race.

Martinsville Speedway Wins By Make (Virginia 500 and Old Dominion 500): Ford 11, Plymouth 7, Chevrolet 5, Pontiac 2, Dodge 1, Oldsmobile 1, Mercury 1, 28 races.

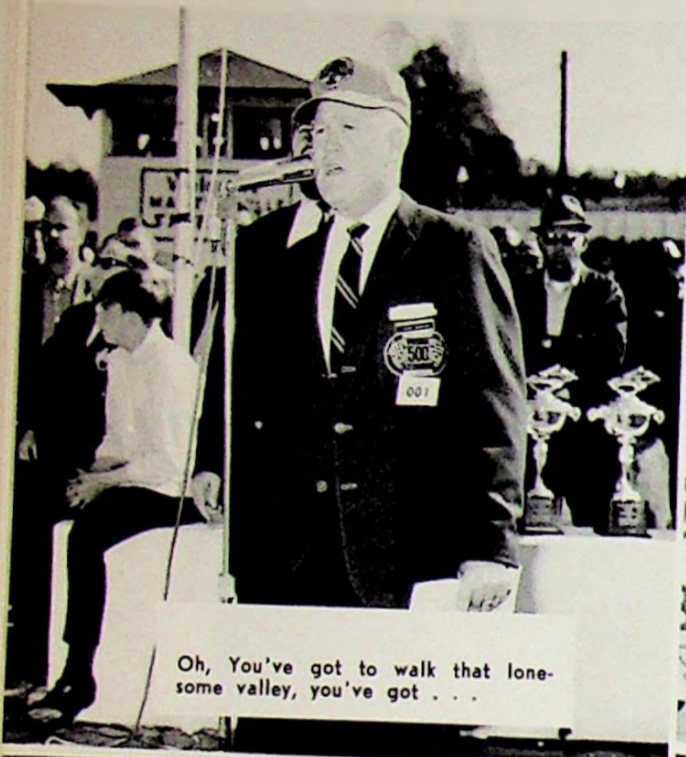
Martinsville Speedway Winners (Virginia 500 and Old Dominion 500): Richard Petty 8, Fred Lorenzen 5, Buck Baker 2, Junior Johnson 2, Bob Welborn, Lee Petty, Jim Paschal, Cale Yarborough, Jim Massey, Bill Amick, Fireball Roberts, Tom Pistone, Rex White, Joe Weatherly, Nelson Stacy. 28 Races.

# VIRGINIA 500 WINNERS



1. Buck Baker, shown with former Miss Virginia, Barbara Guthrie, captured the Virginia 500 in 1956 and 1957.
2. Bob Welborn accepts a trophy for winning in 1958.
3. Richard Petty (left) and his father, Lee, both are former winners. Lee won in 1959 while Richard has come home first in 1960, 1962, 1963, 1967 and 1969.
4. Junior Johnson (left) won the 1961 Virginia 500. He's shown here after his 1965 Old Dominion 500 win with former Miss Virginia, Jean Inge and baseball great, Enos "Country" Slaughter.
5. The 1966 Virginia 500 champion, Jim Paschal, is shown with former Miss Virginia, Jean Inge, and the grandfather clock trophy that goes to the winner of 500-lap events at Martinsville Speedway.
6. Fred Lorenzen made it two in a row by winning the Virginia 500 in 1964 and 1965. With Lorenzen is former Miss Virginia, Dorcas Campbell.
7. The 1968 Virginia 500 winner, Cale Yarborough, is greeted in victory lane by Miss Martinsville-Henry County, Gaynelle Haley.

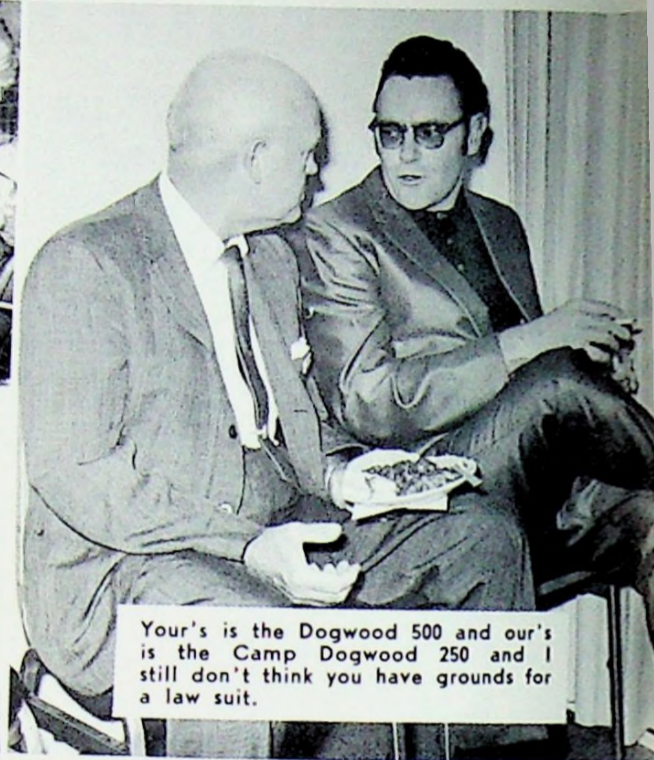
# THEY COULD BE SAYING . . . . .”



Oh, You've got to walk that lone-some valley, you've got . . .



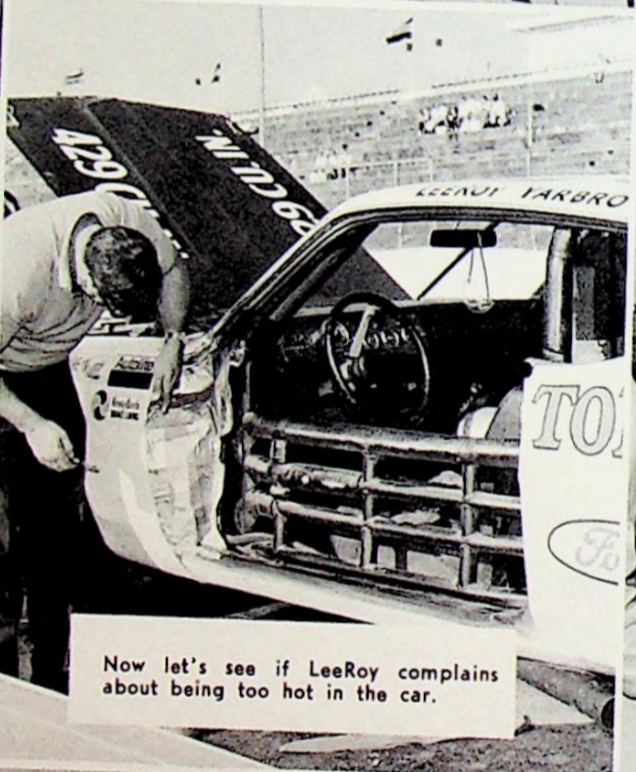
I hate to tell them this but I can't see a darn thing.



Your's is the Dogwood 500 and our's is the Camp Dogwood 250 and I still don't think you have grounds for a law suit.



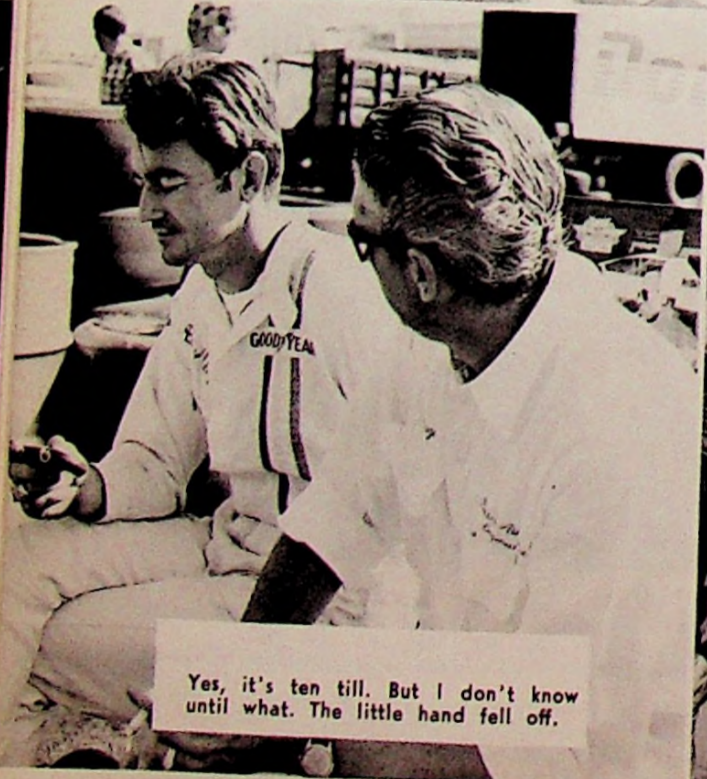
Welll, down in Christiansburg we always . . .



Now let's see if LeeRoy complains about being too hot in the car.



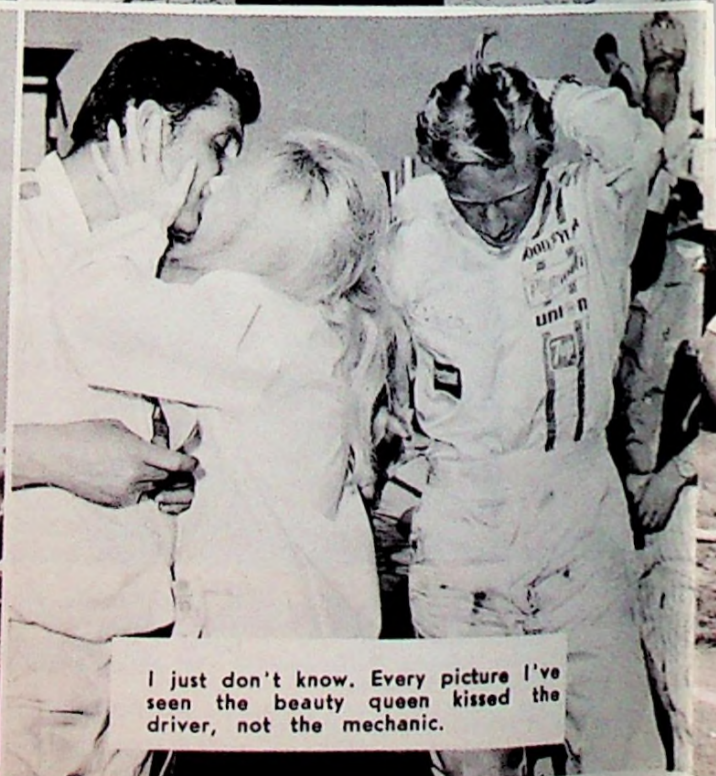
I always heard if a guy smoked, he'd never become a great driver.



Yes, it's ten till. But I don't know until what. The little hand fell off.

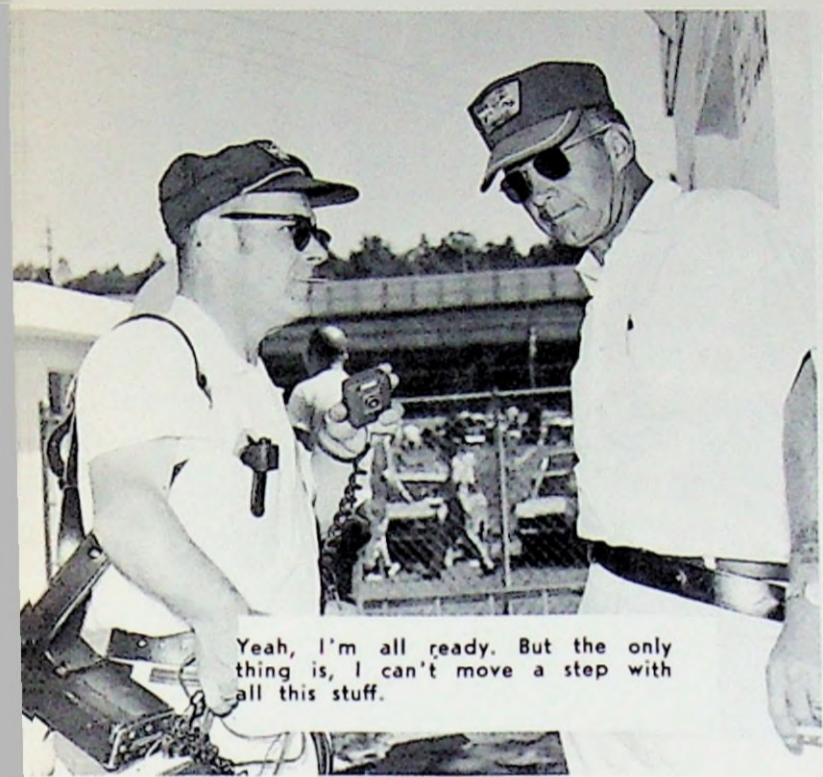


Gee, I wish I'd come back—to Bryl-cream.



I just don't know. Every picture I've seen the beauty queen kissed the driver, not the mechanic.

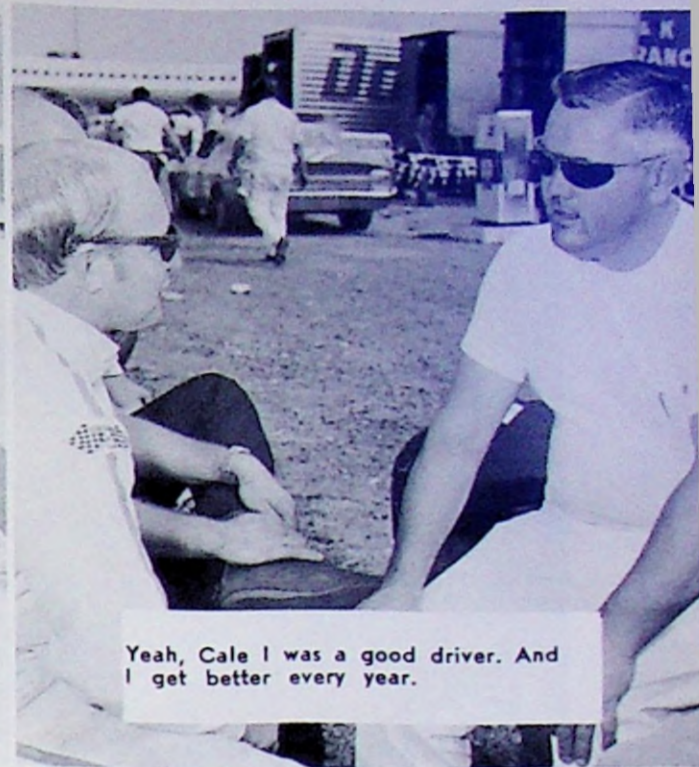
# "THEY COULD BE SAYING . . . ."



Yeah, I'm all ready. But the only thing is, I can't move a step with all this stuff.



Look, David, no hands.



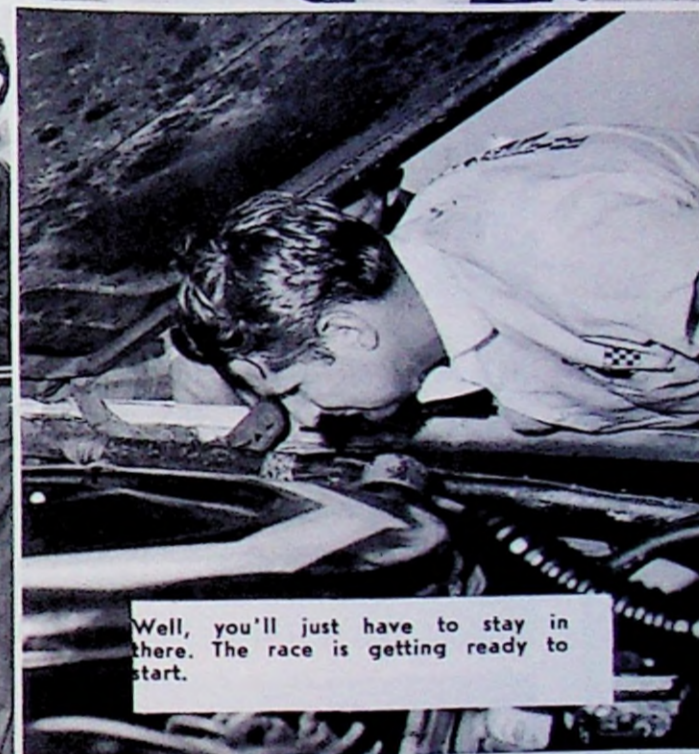
Yeah, Cale I was a good driver. And I get better every year.



Yeah, that's great. But can you pick them up?



Yeah, but have you heard the one about . . .



Well, you'll just have to stay in there. The race is getting ready to start.



If they ever take calories out of chickens, I've got it made.



Yeah? Well, step outside and say that.

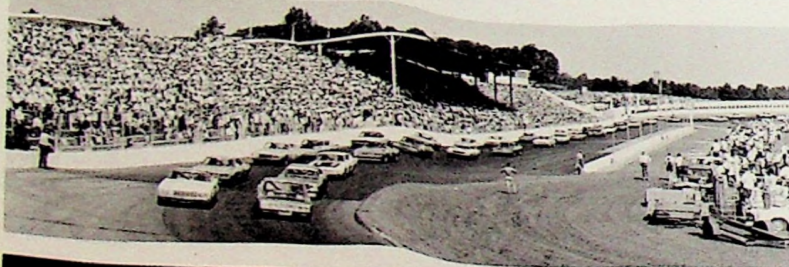
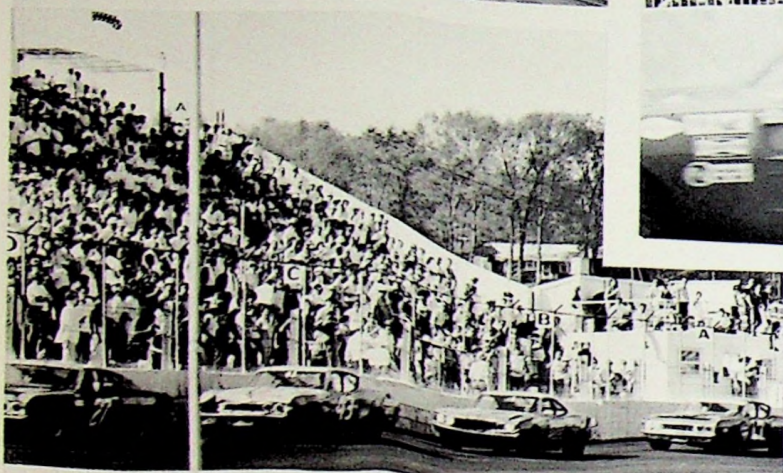


What do you mean my hair is not as curly as yours?

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TYPE

*Racing!*



# Bobby Isaac Becoming The Thinking Man's Driver

Dodge driver, Bobby Isaac, says anybody who is thinking about driving a race car for a living should take up psychology first.

"People can talk all they want about how fast the car will go and the physical condition of the driver, but a race driver's mind is just as important as the other two factors," he said.

"Mental attitude and emotional maturity are two great factors in winning the type of distance races we run in NASCAR. Do you see any 21-year olds winning races in this circuit?"

Isaac, who is a trim and well-conditioned 35, said he didn't develop the proper mental attitude or emotional maturity until he was almost 30.

"I started driving when I was 20 and I was a wild man in a race car. The throttle was always on the floor. I spent considerable time upside down.

"I also had a violent temper because I am of a very competitive nature. Why, if somebody wouldn't let me pass or bump fenders I'd jump out of the car after the race and start swinging.

"Sure, I won races in the sportsman division but it wasn't against the caliber of driver who runs Grand National."

Isaac, said the toughest thing he had to overcome when he started racing Grand National cars in 1963 was "over-driving."

"That's right. I drove too hard. You've got to think to win these races. I was trying to take my frustrations out on my race car and I was ending up in the wall instead of taking home that prize money.

"I started watching how other drivers handled themselves in the races. Drivers like Richard Petty, Fred Lorenzen and others who were winning. They set up plans before each race just like a quarter-back plans his offense.

Isaac, and David Pearson have locked wheels in every race on the circuit. Several of their battles have been classic.

"Heck, this is nothing new," Isaac said. "David and I have been racing together since 1956. We used to fight like cats and dogs in the sportsman cars. We've grown up together in racing."

"But when the flag drops its a different story. David's another driver then and I'll do anything legal to beat him."

"I've been so close in the big ones so many times it hurts to think about them. I used to keep my fingers crossed but I've dam near worn my index finger off so I just sit back and relax now.

"If something happens, it happens. You've got to learn to relax in a race car. If you grip the wheel too hard you'll tense up your forearm muscles. This will make you tired later in a race.

But how does one relax in something that is as noisy as an air hammer?

"That's where the proper mental attitude comes in. You get used to the noise and that feeling of almost but not quite losing control.

"That's when you've got to think. You've got to out-think that fellow that's running with you.

"I think the mark of a great driver is one who can pass another good driver when both are in cars that are capable of the same speed.

"This is where a veteran will wear a rookie out and make him look bad. They did it to me when I first started and its was real frustrating. Now I'm doing more of the thinking and less of the sweating.

Isaac proved that when he capped the 1969 season by winning the 500-miler at College Station, Texas and finished sixth in the national standings to earn \$80,560.

And 1970? Who knows?



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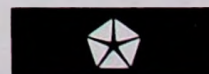
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# Petty Wins Old Dominion 500 For 8th Martinsville Victory

By BOB ADAMS  
Racing Writer, Roanoke (Va.) Times

Maybe they ought to rename the Martinsville Speedway the Richard Petty Raceway.

The popular Randleman, N. C., charger roared home six seconds in front of David Pearson Sept. 28, 1969, to win the 14th annual Old Dominion 500.

The \$10,065 pot was Petty's fifth victory in his last six starts on the 0.525 mile oval and the eighth of his career at the most prestigious short track on the NASCAR circuit.

However, in the early going it didn't look like Petty's day. He lost a lap on the field on lap 17 when he spun out in the second turn. The spin started after a collision with Lee Roy Yarbrough's Ford and Buddy Baker's Dodge.

Petty then dropped another lap back on lap 111 when he pitted under the green to have his overheating brakes checked.

There seem to be no chance for Petty, who vaulted over the \$100,000 mark for the season, to make up the lost ground. Cale Yarborough, driving the Glen Wood Mercury, Pearson and Baker took turns setting a blistering pace—much to the delight of the 20,000 fans who spent a big part of the beautiful, sunny afternoon standing, cheering their favorites on.

The demanding speedway's long straights and tight turns, which put a premium on acceleration and braking, started taking its toll, and Petty started inching back in to contention.

Yarborough was the first serious contender to bite the dust. After leading the first 125 laps and running right on leader Baker's bumper on lap 400, Yarborough's engine failed, sending the popular charger skidding into the second turn wall.

Then, all Baker had to do was maintain his pace. He had a lap lead on Pearson's second-running Holman and Moody Ford. But on lap 438, Baker's car burst a piston and starting puffing white smoke.

The smoke increased; Baker's speed decreased and on lap 453 Pearson raced by the frustrated Baker who slowed on each lap but managed to finish just in the 500th lap to nail down the \$2,675 third place money. Pearson picked up \$3,190 for his second.

Ironically, an inconsiderate Pearson fan then helped Petty win. Petty running stronger because of superior braking—the result of

conservative driving the middle third of the race—passed Pearson in the fourth turn of lap 463.

The move evidently irritated a fan on the backstretch. He heaved a beer can at Petty when the blue Ford zoomed by.

The can hit Petty's windshield, splashing brew over the window. The caution flag then came out for a NASCAR inspector to remove the can, a dangerous obstacle to the speeding cars' tires.

"The fans have been pretty good lately about not throwing stuff on the track. But this was worse than it has been in a long time. But that one can, and I would guess it came from a Pearson fan because I just passed him, helped me make up a lot of time," said Petty.

While the caution was out Pearson ducked into the pits and Petty, who had good tires and plenty of fuel, roared into the lead. Petty had little trouble the rest of the way. Pearson's brake-troubled car couldn't charge.

"They told me to hold it down (pit stop on lap 111 for overheating brakes). And I did. That helped me near the end because I had brakes left and Pearson didn't. He could outrun me, but he couldn't outstop me. Pearson, Baker and Cale all were running good today. I had troubles. But they had more than I did," Petty added.

The field slumped considerably after the top three of Petty, Pearson and Baker.

James Hylton finished fourth four laps back; Buddy Arrington fifth 11 laps off the pace; Bobby Isaac, who had mechanical problems most of the day, sixth 14 laps behind. They all drove 69 Dodges.

Petty, who led one time only for 36 laps, averaged 68.023 m.p.h. as 11 cautions slowed the pace for 70 laps.

Baker was the lap leader for the day. He paced the pack twice for 244 laps, Yarborough once for 125, Isaac once for 36, Pearson three occasions for 36 and Lee Roy Yarbrough three times for 21 laps.

In all, the lead switched 10 times among six drivers. The lead changing and fender banging provided a most exciting day for the fans. But for the touring Grand National stars, it was just another frustrating day at the Richard Petty, er, Martinsville Speedway.

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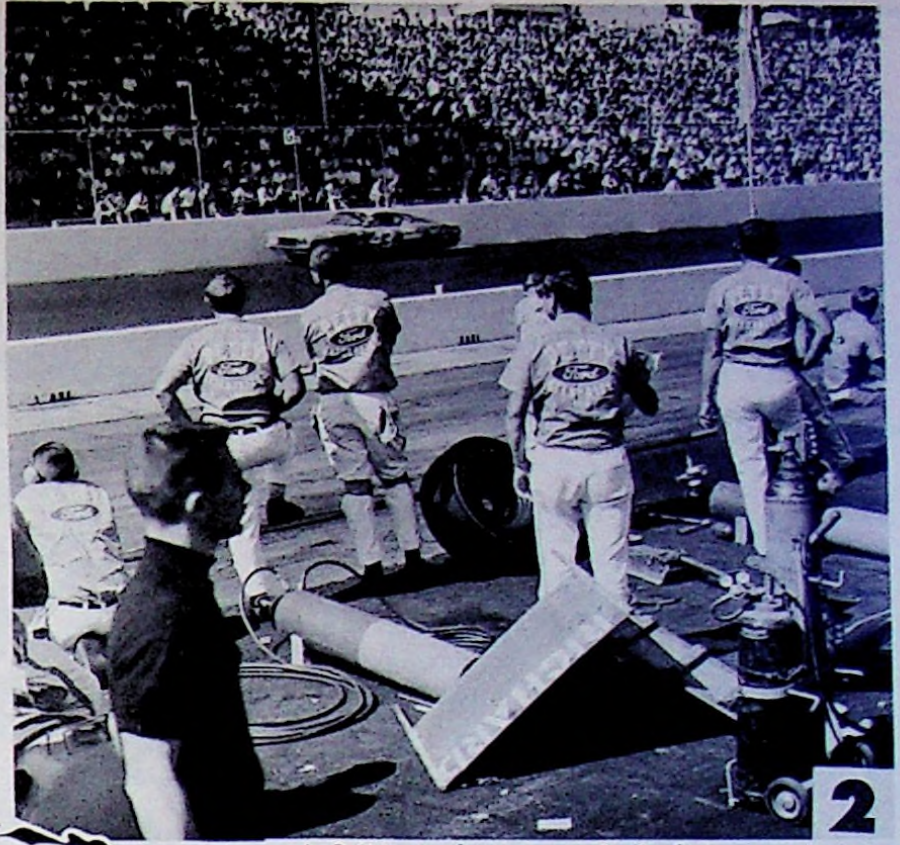
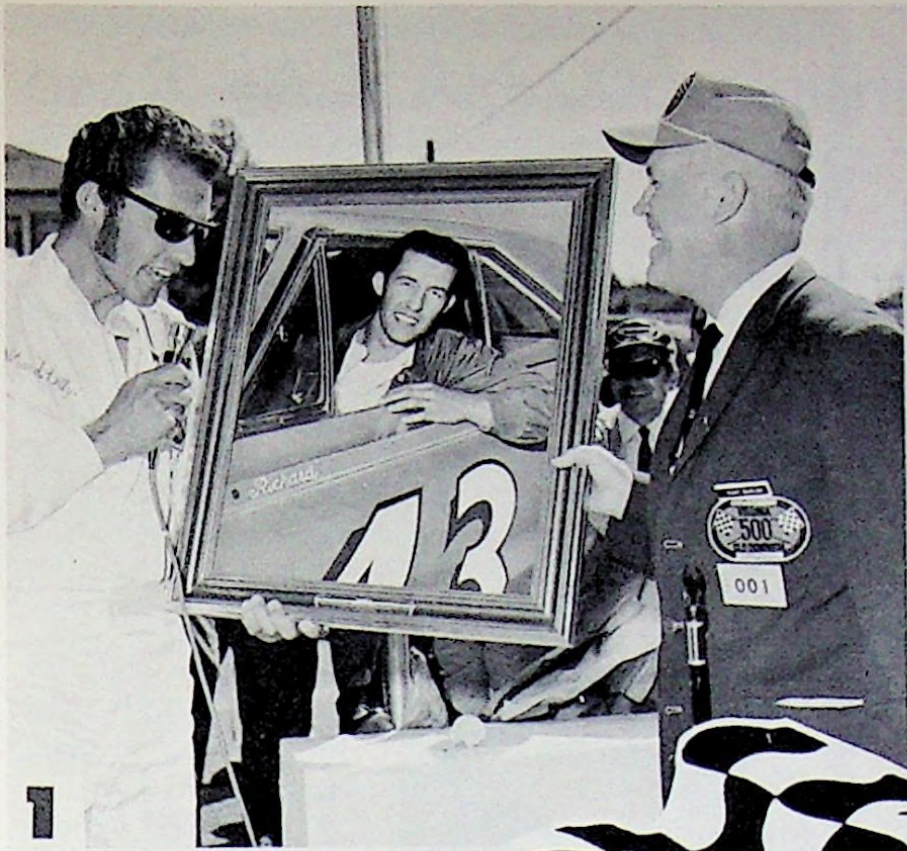


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NASCAR STOCK



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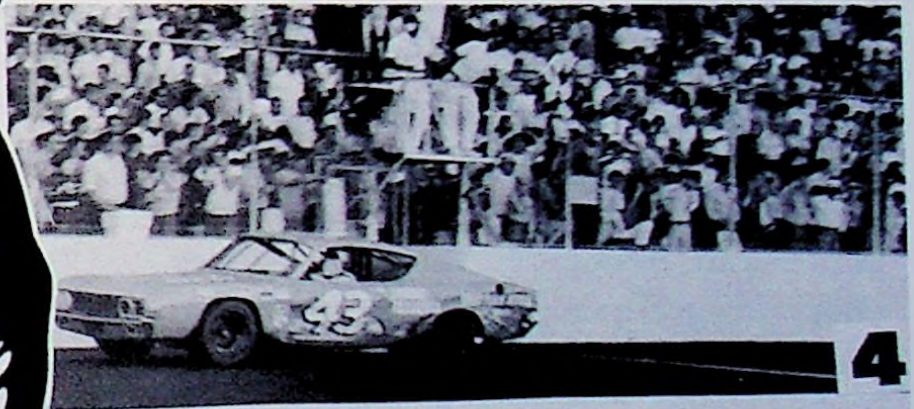
Richard Petty of Randleman, N. C., continues to pile up records at Martinsville Speedway. His triumph in the Old Dominion 500 last fall was his eighth career win here and his fifth in the last six Grand Nationals held. Here are some of the scenes as he won the Old Dominion 500.



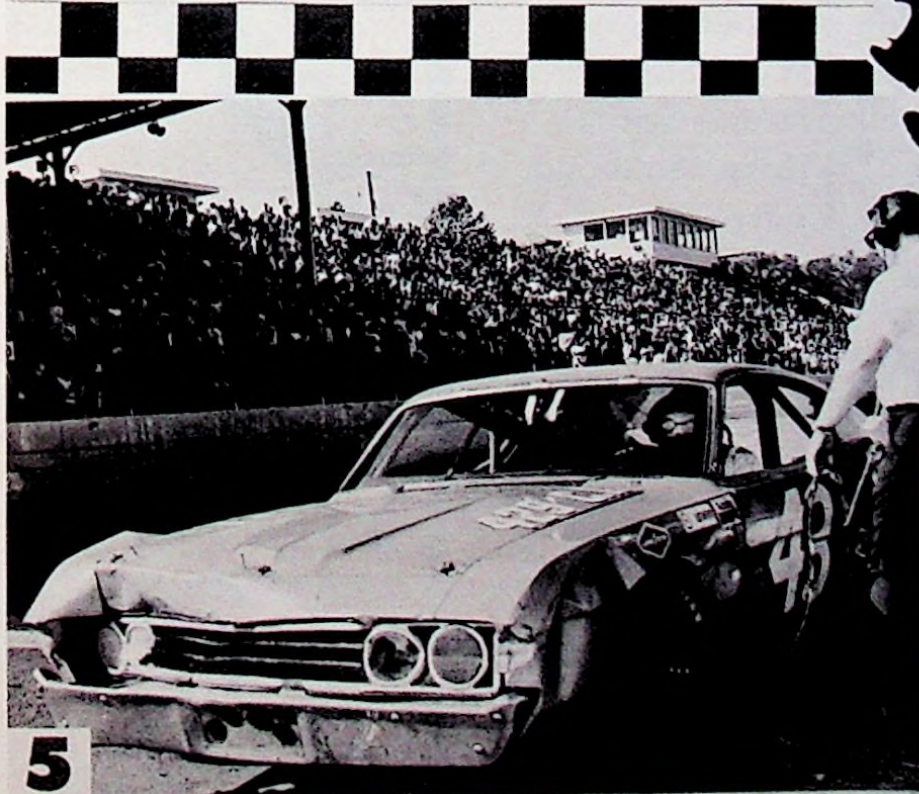
1. Petty receives a portrait from speedway president H. Clay Earles in honor of his 100th NASCAR Grand National win.
2. Petty's pitcrew keeps a close watch on him during the race.
3. Petty takes Buddy Baker's Dodge on the inside.
4. It's the checkered flag for his eighth triumph at Martinsville.
5. Petty's car shows the effects of a slam-bang day of action.
6. Miss Martinsville-Henry County and Clay Earles welcome Petty in victory circle.



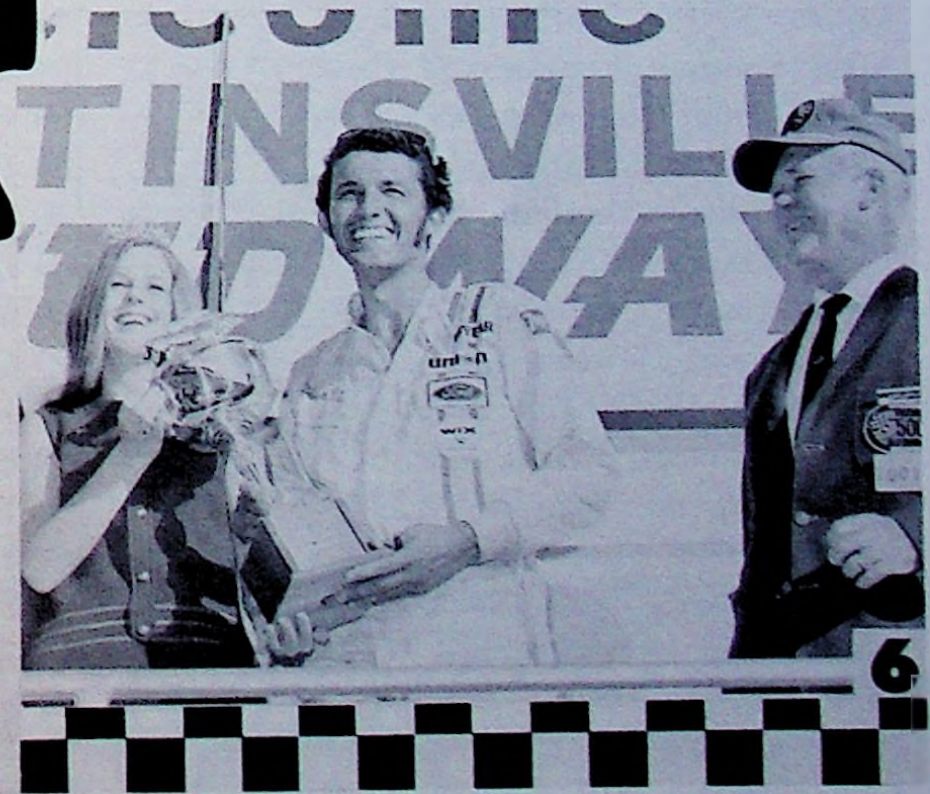
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5



6

# Entries For The 15th Annual Virginia 500 NASCAR Race

Car No.	Driver and Hometown	Type Car	Car Owner	Qualifying	
				Time	Speed
04	Ken Meisenhelder, Charlotte, N. C.	69 Chevelle	Janet Meisenhelder		
4	John Sears, Ellerbe, N. C.	69 Dodge	Same		
5	Buddy Arrington, Martinsville, Va.	69 Dodge	Same		
06	Neil Castles, Charlotte, N. C.	70 Dodge	Same		
07	Coo Coo Marlin, Columbia, Tenn.	69 Chevelle	Cunningham-Kelley		
08	E. J. Trivette, Atlanta, Ga.	69 Chevelle	Same		
8	Ed Negre, Lake View, S. C.	69 Ford	Same		
9	Roy Tyner, Lake View, S. C.	70 Pontiac	J. H. Petty		
10	Bill Champion, Norfolk, Va.	68 Ford	Same		
18	Joe Frasson, Golden Valley, Minn.	70 Dodge	Mario Frasson		
19	Henley Gray, Rome, Ga.	69 Ford	S. J. Boyd		
21	Cale Yarborough, Timmonsville, S. C.	70 Mercury	Glen Wood		
22	Bobby Allison, Hueytown, Ala.	69 Dodge	Mario Rossi		
23	James Cox, Radford, Va.	69 Plymouth	Don Robertson		
24	Cecil Gordon, Arden, N. C.	68 Ford	Same		
25	Jabe Thomas, Christiansburg, Va.	69 Plymouth	Don Robertson		
26	Earl Brooks, Lynchburg, Va.	69 Ford	Same		
27	Donnie Allison, Hueytown, Ala.	69 Ford	Banjo Matthews		
30	Dave Marcis, Skyland, N. C.	69 Dodge	Milt Lunda		
32	Dick Brooks, Spartanburg, S. C.	70 Plymouth	Same		
33	Wayne Smith, Advance, N. C.	68 Chevelle	Same		
34	Wendell Scott, Danville, Va.	69 Ford	Franklin Scott		
39	Friday Hassler, Chattanooga, Tenn.	69 Chevelle	James Henley		
43	Richard Petty, Randleman, N. C.	70 Plymouth	Petty Eng.		
44		70 Chevelle	Giachetti Brothers		
45	Bill Seifert, Skyland, N. C.	69 Ford	Same		
46	Roy Mayne, Sumter, S. C.	69 Chevelle	Tom Hunter		
47	Raymond Williams, Chapel Hill, N. C.	68 Ford	Bill Seifert		
48	James Hylton, Inman, S. C.	69 Ford	Same		
49	G. C. Spencer, Jonesboro, Tenn.	69 Plymouth	Same		
50	Buster Sexton, Spartanburg, S. C.	69 Chevelle	Ronnie Cases		
51	Dub Simpson, Charlotte, N. C.	69 Chevelle	W. S. Strong		
54	Bill Dennis, Glen Allen, Va.	69 Chevelle	Dennis Ent.		
57	Johnny Halford, Spartanburg, S. C.	69 Dodge	Ervin Pruitt		
59	Tom Pistone, Charlotte, N. C.	70 Ford	Same		
62	John Keselowski, Troy, Mich.	69 Dodge	Same		
64	Elmo Langley, Charlotte, N. C.	69 Mercury	Same		
65	Joe Phipps, Newark, Del.	69 Chevelle	Same		
67	Dick May, Brownville, N. Y.	69 Ford	Joyce Ronacher		
68	Larry Baumel, Sparta, Wis.	69 Ford	Allen Schlaver		
70	J. D. McDuffie, Sanford, N. C.	69 Buick	Same		
71	Bobby Isaac, Catawba, N. C.	69 Dodge	K & K Insurance		
72	Benny Parsons, Detroit, Mich.	69 Ford	L. G. DeWitt		
74	Bill Shirey, Detroit, Mich.	69 Plymouth	Same		
76	Ben Arnold, Fairfield, Ala.	69 Ford	Same		
77	John Kenney, Poquoson, Va.	68 Ford	Robert Freeman		
79	Frank Warren, Augusta, Ga.	69 Plymouth	Same		
84		69 Ford	Elmo Langley		

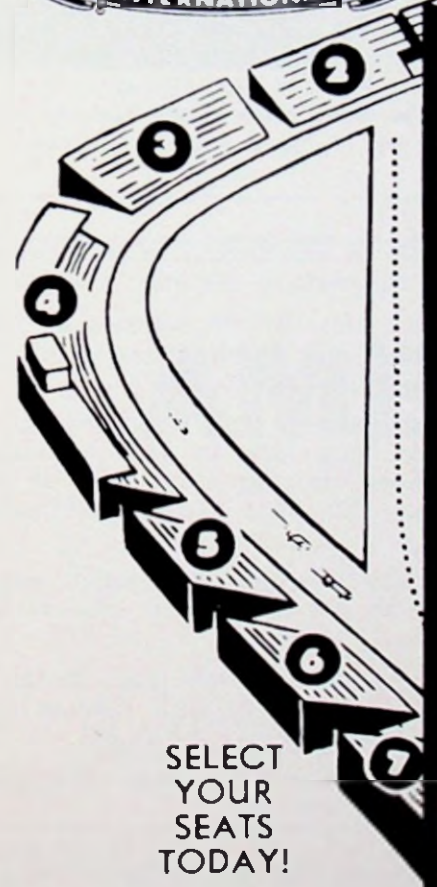
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			No. Tickets	Sec. Row	No. Tickets	Sec. Row	No. Tickets	Sec. Row
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(4)	CAMPBELL	Rows 4 thru 7—Box Chair Seats	15.00		10.00		25.00	
(4)	CAMPBELL	Rows 1 thru 3—Box Chair Seats	10.00		10.00		15.00	
(3)	JOE WEATHERLY	Rows 1 thru 11—Box Seats	10.00		10.00		20.00	
(3)	JOE WEATHERLY	Rows 12 thru 22—Box Seats	15.00		15.00		25.00	
(5)	FIREBALL ROBERTS	Rows 1 thru 11—Box Seats	10.00		10.00		20.00	
(5)	FIREBALL ROBERTS	Rows 12 thru 22—Box Seats	15.00		15.00		25.00	
(1)	OLDFIELD	1 thru 15	7.00		6.00		10.00	
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(2)	DE PALMA	1 thru 15	7.00		6.00		10.00	
(2)	DE PALMA	16 thru 25—Box Seats	10.00		10.00		20.00	
(6)	SEGRAVE	1 thru 15	7.00		6.00		10.00	
(6)	SEGRAVE	16 thru 25—Box Seats	10.00		10.00		20.00	
(7)	KEECH	1 thru 15	7.00		6.00		10.00	
			(Unreserved)		(Unreserved)			
(7)	KEECH	16 thru 25—Box Seats	10.00		10.00		20.00	
	INFIELD (Tickets on sale race day only.)		5.00		5.00		6.00	
	UNRESERVED BLEACHERS						10.00	

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# Dick Brooks: Sophomore Sensation

If there's such a thing as a sophomore jinx in stock car racing, then someone forgot to tell hard-charging Dick Brooks about it.

Brooks, the 28-year-old ex-truck driver from Porterville, California, won NASCAR's Rookie of the Year Honors in 1969 and in the first two superspeedway events of the 1970 season he demonstrated that it was no accident that NASCAR picked him as the most promising newcomer to the sport last season.

At the Daytona 500, Brooks' No. 32 Plymouth SuperBird was one of the strongest running independent cars and, until the late stages of the race when he blew an engine, he was riding with the front-runners with a good shot to win.

In the Carolina 500 at Rockingham, N. C., March 8, Brooks put his SuperBird in the fifth starting position, the quickest qualifier among the Plymouth cars. He finished third at Rockingham with relief help from accomplished pro Neil "Soapy" Castles, ahead of the factory cars of Bobby Allison and Pete Hamilton.

"We've still got a lot to learn and we are working on it," Brooks says. "My major goal this year is to lead as many races as I can and win some."

Sponsored by a San Jose, California, soap company, Bestline Products, Inc., Brooks' very sanitary race car already has assumed darkhorse rankings on the big tracks. His hopes for the 1970 season might be nearing reality.

Like most of the successful young drivers in big time stock car racing, Brooks has been working around the clock for nearly 10 years to become "an overnight sensation."

"I started drag racing around home in 1960 and collected a bunch of seconds. Then I decided to be a great motorcycle star, but I couldn't grow hide fast enough. I liked the feeling of going sideways," he recalled.

As soon as he was 21, Brooks started racing in the Northern California bull rings. "I bought a car and took it straight to Bakersfield, but it wouldn't run because the cam was gone." Brooks ran claimers in the figure 8 circuit for a while and then drove a semi-modified for a friend.

During his early racing days he continued to drive a logging truck to put bread on the table.

In 1968, he put together a highly successful season in hobby racing, winning 11 of 13 races. That season was to give him a platform to plunge into the big time.

A high school friend of Brooks', Jerry Brassfield, had embarked on a highly successful business, Bestline Products, Inc. The company started on an \$8,000 investment and now has a gross in the millions annually. Brassfield and his partner, Bill Bailey, remembered Brooks and decided to help him get started in his racing career.

"About a month before the 1969 Riverside 500, Jerry called and said he would be willing to help with sponsorship. We put together some facts about the cost and then bought a car and engine from Mario Rossi. Then we went racing," Brooks said.

The early days of his career were filled with mistakes. "I should have been in the South half of a month or so before we started racing—shaking hands and finding out how the other drivers operate. Then when we went to Daytona, we went first class instead of economizing along the way. We could have saved a lot of money."

But maybe he did it the right way after all. If he had known what he was up against, the California bull rings might have looked a little bit better.

"We really didn't know very much about the car. We didn't even know some of the pieces were on it until they started falling off," he said.

Because of knowing Rossi, Brooks felt Spartanburg, S. C., would be a good place to establish a base of operations. He did and quickly began making an impression on the NASCAR scene.

The husky 5-foot-10 driver, who weights in at about 190 pounds, drove in 25 races in his first season in NASCAR. He finished in the top five twice and put the 1968 Plymouth in the top 10 on 10 different occasions. His best finish was third in the Western North Carolina 500 at Asheville-Weaverville Speedway.

He learned the half-mile tracks also could be tough, finishing 17th and 35th in his first two starts at Martinsville Speedway.



Dick Brooks receives a trophy from Miss Martinsville-Henry County after winning the 20-lap qualifying race last fall at Martinsville Speedway.

At the prestige laden Southern 500 at Darlington, S. C., Brooks was selected rookie of the race by the writers covering the event.

With a successful first year behind him, Brooks set out to take his giant second step for 1970. His deal with Bestline continued and he was able to take a new Plymouth SuperBird to Daytona.

"We learned a tremendous lot that first year and Daytona was a lot easier. The hardest thing was to learn how to drive in traffic going as fast as we were. I had been running about 175 at the Beach last year and this year we ran 188. That extra speed makes a lot of difference.

"Another thing I noticed right away was just how much easier things were. We knew where to go to get things and who to ask if we needed help," he said.

Brooks' team was stronger for more reasons than just having a new car. Going into this season, he joined forces with veteran mechanic Tom Ingram, of Asheville, N. C.

"That has made a lot of difference. Tom has been racing for about eight years and he knows his way around."

Brooks readily admits that he has a lot to learn. At Rockingham he ruefully noted that during qualifications he had a lot of trouble putting a series of good laps together. "I would turn a good lap and then slow down. Right after I qualified, Tom came to me and told me I was driving too deeply into the turns. By the time the race came, I was able to run pretty consistently," Brooks said.

Brooks' athletic career was cut short at Porterville Union High School when he broke a leg sliding into third base in his freshman year. He has a good singing voice—he sang bass in a high school madrigal group of eight that won the state championship three times.

It was on a trip with the school singing group to the 1960 Winter Olympic games at Squaw Valley, California, that he met his attractive wife, Rita. "Se lived right near me but I didn't know her before the trip," he recalled. They were married June 15, 1961. The Brooks and their four-year-old daughter, Stacy, live in Spartanburg, where Brooks is the hero of the apartment building.

And the way he has been running, he's picking up fans all over the South.

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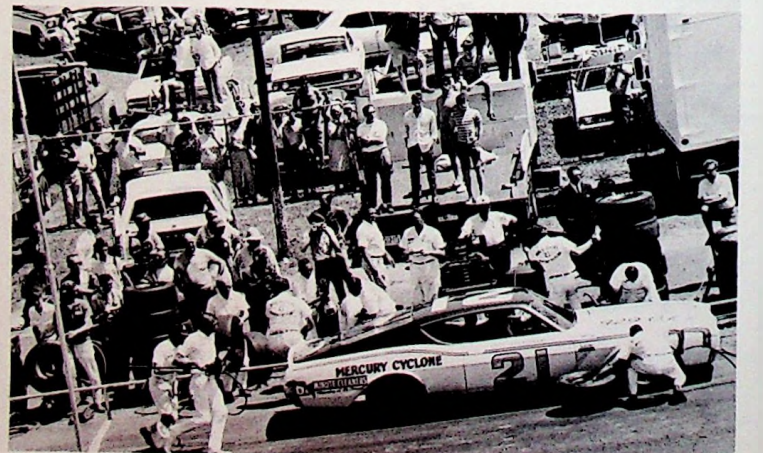
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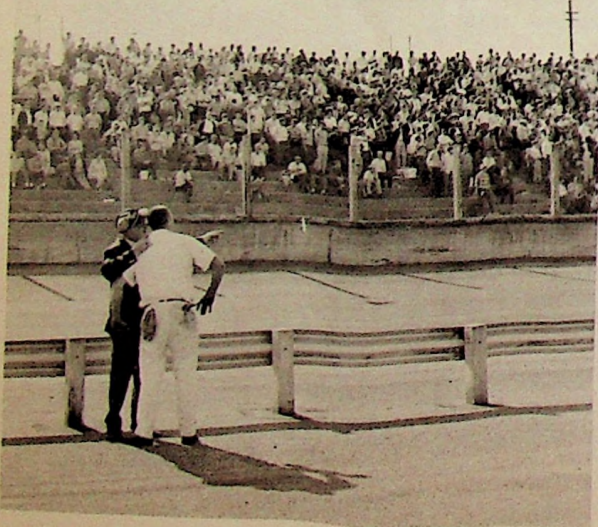
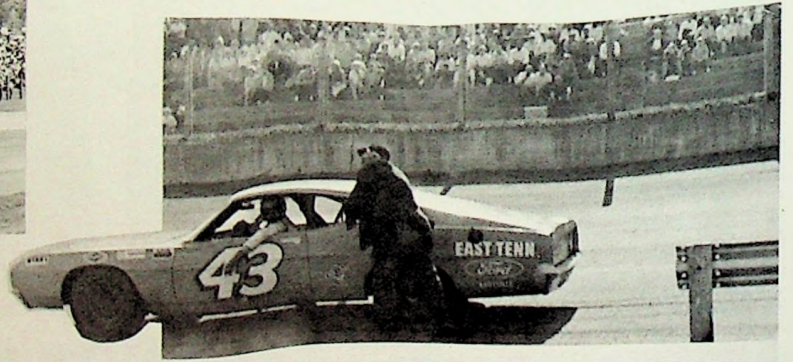
# GWYN STALEY 400

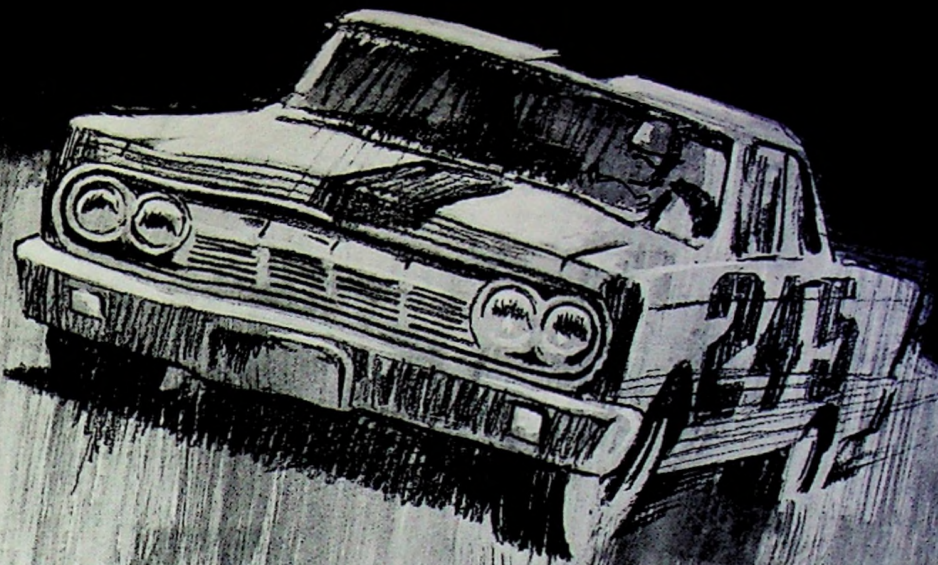
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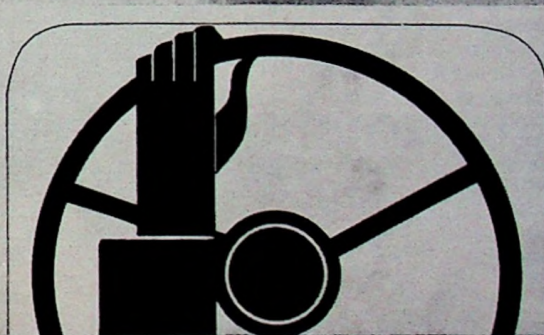


SCENES FROM THE 1969 GWYN STALEY MEMORIAL RACE. RIGHT: Winner, Bobby Allison, receives trophy from attractive blonde admirer. Other pictures show some of the action during this very exciting race. Photos by Taylor Warren.





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## A ROOKIE TO WATCH

# BENNY PARSONS TELLS IT LIKE IT IS



BENNY PARSONS

Benny Parsons tells it like it is.

The 28-year-old charger was burning up Daytona International Speedway, and leading the 1968 ARCA (Automobile Racing Club of America) 300 in 1968. But on the 53rd lap, he got into trouble coming out of the fourth turn and crashed into the wall.

Parsons, who set a qualifying record of 179.459 miles per hour, was brought to the press box for an interview.

The writers wanted to know what happened. Did the engine blow? Did the wind get him?

"I," Parsons grinned, "ran out of brains."

The young man, who was born in North Wilkesboro, N. C., and now lives in Detroit, Mich., made a lot of friends among the press that day with that honest statement.

Parsons can poke fun at himself but no one laughs when he gets in a race car now. And while he may be a rookie on the NASCAR Grand National circuit in L. C. DeWitt's 1969 Ford, he brings impressive credentials with him.

After wrecking at Daytona in 1968, he went on to score 11 victories and win the ARCA national championship.

In 1969, he returned to Daytona, sat on the pole with a record speed of 185.204 miles per hour and won the ARCA 300, as he was to do again this year.

By taking the ARCA 300, he earned a shot at the Daytona 500 and finished seventh, being named the top rookie in the race. And that year he roared his way to his second straight ARCA championship.

His other ARCA credits include being named Rookie of the Year in 1965 after two years on the circuit.

Parsons, by virtue of his victory in the ARCA 300, was eligible for the Daytona 500 again this year. He finished seventh in one of the 125-mile qualifying races and ran 14th in the Daytona 500.

After eyeing the big money on the NASCAR circuit, he turned up at Richmond and has been running the Grand National division ever since. He was 15th at Richmond and 21st at Rockingham, N. C., after his car suffered mechanical woes and came back to run fourth at Savannah and eighth in the Atlanta 500.

Parsons, who stands 6-1 and weighs 195, is married and has one son.

And this is one rookie who bears watching. He's young, talented and modest about his ability.

And he tells it like it is.

## James Hylton: Mechanic Turned Driver Is Bidding For The Racing Spotlight

James Hylton has done a lot of things in his varied career and he'll do a lot more. But he probably will never have a greater thrill than came on March 1 this year.

It was on that date that he won his first NASCAR Grand National race, taking the 500-lapper at the Virginia State Fairgrounds in Richmond.

Anyone who knows James was delighted with his victory and those who really know him realize how hard he worked for it.

Five years ago, Hylton was a mechanic for national champion Ned Jarrett and had formerly been mechanic for champion Rex White.

But something was tugging at Hylton. He didn't realize it but what he really wanted to do was drive. And he got his chance in a strange way.

Jarrett, fighting for the championship, was racing at Bridgehampton, N. Y., and the local race turned up short of cars.

"We had taken along a back-up car on the tour just in case the good car was wrecked," Hylton said. "When it came time to start the race, there were some cars missing so they asked Ned to let somebody drive our second car.

"Ned told me to drive it if I wanted to and just to start the race and park it when I had had enough. Well, I started in the back of the field and worked my way up to fourth place when I ran out of gas."

Unfortunately, Jarrett's crew was concentrating on Ned and Hylton was forced to park the car.

"I knew that day I wanted to drive," Hylton said. "I guess once something like that gets in your blood, it's there to stay. It's still there today."

Hylton's career is a big part of the NASCAR record book. He was runner-up in the 1966 Grand National standings his first season on the circuit and was named Rookie of the Year.

Operating as an independent, as he is today, he was the runner-up in the standings in 1967, finished seventh in 1968 and was third last season, having his greatest year with earnings of \$55,992.

Hylton reached one of his goals when he won that race at Richmond and now he has his sights on becoming the Grand National champion.

He helped two drivers get there as a mechanic. So why not himself?

Don't bet he won't make it.



Hylton at home with his lovely wife, Evelyn, and his son, James (Tweety), Jr.

# Speed Chart For Martinsville Speedway

.525 Mile Track — 2,776 Feet

Sec.	Speed	Sec.	Speed	Sec.	Speed	Sec.	Speed
21.50	88.000	22.13	85.494	22.77	83.091	23.39	80.889
21.51	87.959	22.14	85.456	22.78	83.055	23.40	80.854
21.52	87.918	22.15	85.417	22.79	83.018	23.41	80.820
21.53	87.877	22.16	85.379	22.80	82.982	23.42	80.785
21.54	87.836	22.17	85.340	22.81	82.946	23.43	80.751
21.55	87.795	22.18	85.302	22.82	82.909	23.44	80.716
21.56	87.755	22.19	85.263	22.83	82.873	23.45	80.682
21.57	87.714	22.20	85.225	22.84	82.837	23.46	80.647
21.58	87.673	22.21	85.186	22.85	82.800	23.47	80.613
21.59	87.633	22.22	85.148	22.86	82.764	23.48	80.579
21.60	87.593	22.23	85.111	22.87	82.728	23.49	80.544
21.61	87.552	22.24	85.071	22.88	82.692	23.50	80.510
21.62	87.511	22.25	85.033	22.89	82.656	23.51	80.476
21.63	87.471	22.26	84.995	22.90	82.620	23.52	80.442
21.64	87.430	22.27	84.957	22.91	82.584	23.53	80.407
21.65	87.390	22.28	84.919	22.92	82.547	23.54	80.373
21.66	87.349	22.29	84.881	22.93	82.511	23.55	80.339
21.67	87.309	22.30	84.843	22.94	82.476	23.56	80.305
21.68	87.269	22.31	84.805	22.95	82.440	23.57	80.271
21.69	87.229	22.32	84.767	22.96	82.404	23.58	80.237
21.70	87.188	22.33	84.729	22.97	82.368	23.59	80.203
21.71	87.148	22.34	84.691	22.98	82.332	23.60	80.169
21.72	87.108	22.35	84.653	22.99	82.296	23.61	80.135
21.73	87.068	22.36	84.615			23.62	80.101
21.74	87.028	22.37	84.577			23.63	80.067
21.75	86.988	22.38	84.539			23.64	80.033
21.76	86.948	22.39	84.502	23.00	82.260	23.65	80.000
21.77	86.908	22.40	84.464	23.01	82.225	23.66	79.966
21.78	86.868	22.41	84.426	23.02	82.189	23.67	79.932
21.79	86.828	22.42	84.388	23.03	82.153	23.68	79.898
21.80	86.788	22.43	84.351	23.04	82.118	23.69	79.864
21.81	86.749	22.44	84.313	23.05	82.082	23.70	79.831
21.82	86.709	22.45	84.276	23.06	82.046	23.71	79.797
21.83	86.669	22.46	84.238	23.07	82.011	23.72	79.763
21.84	86.630	22.47	84.201	23.08	81.975	23.73	79.730
21.85	86.590	22.48	84.163	23.09	81.940	23.74	79.696
21.86	86.550	22.49	84.126	23.10	81.904	23.75	79.663
21.87	86.511	22.50	84.088	23.11	81.869	23.76	79.629
21.88	86.471	22.51	84.051	23.12	81.833	23.77	79.596
21.89	86.432	22.52	84.014	23.13	81.798	23.78	79.562
21.90	86.392	22.53	83.976	23.14	81.763	23.79	79.529
21.91	86.353	22.54	83.939	23.15	81.727	23.80	79.495
21.92	86.313	22.55	83.902	23.16	81.692	23.81	79.462
21.93	86.274	22.56	83.865	23.17	81.657	23.82	79.429
21.94	86.235	22.57	83.828	23.18	81.622	23.83	79.395
21.95	86.195	22.58	83.790	23.19	81.586	23.84	79.362
21.96	86.156	22.59	83.753	23.20	81.551	23.85	79.329
21.97	86.117	22.60	83.716	23.21	81.516	23.86	79.295
21.98	86.078	22.61	83.679	23.22	81.481	23.87	79.262
21.99	86.039	22.62	83.642	23.23	81.446	23.88	79.229
		22.63	83.605	23.24	81.411	23.89	79.196
		22.64	83.568	23.25	81.376	23.90	79.163
22.00	86.000	22.65	83.532	23.26	81.341	23.91	79.130
22.01	85.960	22.66	83.495	23.27	81.306	23.92	79.096
22.02	85.921	22.67	83.458	23.28	81.271	23.93	79.063
22.03	85.882	22.68	83.421	23.29	81.236	23.94	79.030
22.04	85.843	22.69	83.384	23.30	81.201	23.95	78.997
22.05	85.804	22.70	83.348	23.31	81.166	23.96	78.964
22.06	85.766	22.71	83.311	23.32	81.132	23.97	78.931
22.07	85.727	22.72	83.274	23.33	81.097	23.98	78.899
22.08	85.688	22.73	83.238	23.34	81.062	23.99	78.866
22.09	85.649	22.74	83.201	23.35	81.027		
22.10	85.610	22.75	83.164	23.36	80.993		
22.11	85.572	22.76	83.128	23.37	80.958		
22.12	85.533			23.38	80.923	24.00	78.833

# Martinsville Speedway Grand National Records

Distance	Virginia 500	Old Dominion 500
50 Laps 25 Miles	74.135 mph Bobby Allison (1969) 1969 Dodge	72.464 mph Paul Goldsmith (1967) 1967 Plymouth
100 Laps 50 Miles	73.409 mph Bobby Allison (1969) 1969 Dodge	69.930 mph Paul Goldsmith (1967) 1967 Plymouth
150 Laps 75 Miles	72.485 mph Fred Lorenzen (1964) 1964 Ford	68.511 mph Paul Goldsmith (1967) 1967 Plymouth
200 Laps 100 Miles	71.613 mph Fred Lorenzen (1964) 1964 Ford	68.545 mph Ned Jarrett (1966) 1966 Ford
250 Laps 125 Miles	71.610 mph Fred Lorenzen (1964) 1964 Ford	68.441 mph Bobby Allison (1966) 1965 Chevelle
300 Laps 150 Miles	69.587 mph Fred Lorenzen (1964) 1964 Ford	69.027 mph Bobby Allison (1966) 1965 Chevelle
350 Laps 175 Miles	69.644 mph Fred Lorenzen (1964) 1964 Ford	69.482 mph Bobby Allison (1966) 1965 Chevelle
400 Laps 200 Miles	70.588 mph Fred Lorenzen (1964) 1964 Ford	68.434 mph Fred Lorenzen (1966) 1966 Ford
450 Laps 225 Miles	69.917 mph Fred Lorenzen (1964) 1964 Ford	69.207 mph Richard Petty (1967) 1967 Plymouth
500 Laps 250 Miles	3 hr., 33 min., 59 sec. 70.098 mph Fred Lorenzen (1964) 1964 Ford	3 hr., 35 min., 30 sec. 69.605 mph Richard Petty (1967) 1967 Plymouth

### QUALIFYING RECORDS (Prior to 1970 Virginia 500)

23.000 sec.	22.741 sec.
82.260 mph	83.197 mph
Bobby Allison	David Pearson
Hueytown, Ala.	Spartanburg, S. C.
1969 Dodge	1969 Ford
April 25, 1969	September 26, 1969
	(Track GN. Qual. Record)

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15TH ANNUAL

# OLD DOMINION 500

Sunday, September 27, 1970

Starting Time: 1:00 P.M.

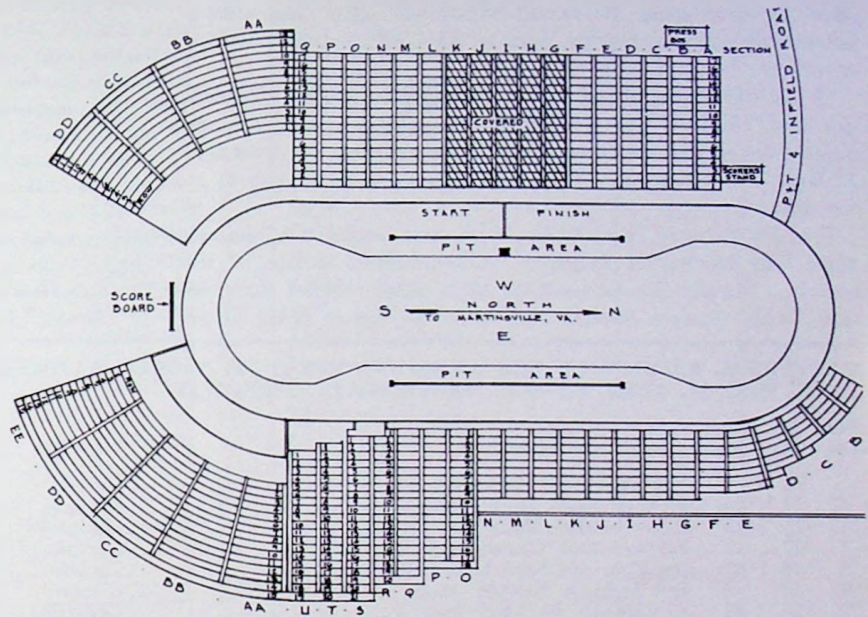
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SPEEDWAY  
THE FANS'  
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Action!  
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Richard Petty of Randleman, N. C., receives a trophy from Elizabeth (Burke) Betsy Rhett, Miss Martinsville-Henry County, after winning last fall's Old Dominion 500 race at Martinsville Speedway. Petty has taken the Old Dominion 500 three times and the Virginia 500 five times to rank as the top all-time Grand National winner at the speedway with eight victories.

### Seating Diagram



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SUNDAY, SEPTEMBER 27, 1970

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MODIFIED RACE

SATURDAY, SEPTEMBER 26

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# Ray Hendrick Wins Dogwood 500 For Ninth Career Victory Here

MARTINSVILLE, VA.—With the pace Ray Hendrick of Richmond, Va., set for himself, Sunday afternoon would not have been a good day to take a ride with him.

The blond-haired charger set his own pace, good enough to wind him up six laps in front of 39 cars in the \$30,000 Dogwood 500 NASCAR national championship late model modified race at Martinsville Speedway.

Hendrick, driving a new modified Camaro as the late model machines made their debut here, led 482 of the 500 laps of the 262½-mile race on the .525-mile track and never was seriously challenged after the early going. He earned \$5,690 and 1,400 championship points that will give him the lead in NASCAR's national modified standings.

"I just tried to set myself a pace I thought I could hold," Hendrick said. His pace was a record 68.062 miles per hour, a minor miracle considering that there were 14 caution flags for a total of 76 laps. It took him three hours, 51 minutes and 39 seconds to go the distance.

Fred De Sarro of Hope Valley, R. I., was second in a Mustang while Billy Hensley of Ridgeway, Va., was third, 15 laps off the pace in a Corvaair. Three-time NASCAR national modified champion Carl "Bugs" Stevens finished 16th after the engine failed in his

Camaro while defending Dogwood 500 champion Jerry Cook of Rome, N. Y., was 11th and wrecked his Camaro on the last lap.

Outside pole man Max Berrier of Winston-Salem, N. C., in a Camaro grabbed the lead from Hendrick and led the first 18 laps. "I wanted to lead it all," Hendrick said and just about did, taking over on the 19th lap and building up his commanding final margin.

Hendrick, who now has nine career wins here including three 500-lappers, had started on the pole with a record qualifying speed of 87.108 miles per hour.

Despite numerous wrecks that saw 23 of the 40 starters sidelined, there were no serious injuries. Leo Cleary of Hanover, Mass., driving a Corvaair, had the most spectacular mishap of the day when he crashed into and shattered a large portion of the concrete retaining wall in the first turn. He was treated at a local hospital and released.

Only eight-time Martinsville Grand National winner Richard Petty of Randleman, N. C., has been able to master this track like Hendrick. But much of the credit goes to Hendrick's mechanics, Jack Tant of Littleton, N. C., and Clayton Mitchell of Norlina, N. C.

The late model modifieds return here for a 100-lap national championship race on Saturday, April 25 with the \$50,000, 15th annual Virginia 500 NASCAR Grand National event, with Petty out to match Hendrick's win total, on tap the next day, Sunday, April 26.

"The car," Hendrick said, "ran like a bell."

## UNOFFICIAL RESULTS OF THE \$30,000 DOGWOOD 500 NASCAR NATIONAL CHAMPIONSHIP LATE MODEL MODIFIED RACE, SUNDAY, APRIL 12, 1970, MARTINSVILLE SPEEDWAY.

Fin. Pos.	St. Pos.	Car No.	Driver and Hometown	Type Car	Laps	Money Won	Points	Running or Tech
1	1	11	Ray Hendrick, Richmond, Va.	Camaro	500	\$5,690	1400	Running
2	21	00	Fred De Sarro, Hope Valley, R. I.	Mustang	494	3,125	1344	Running
3	11	23	Billy Hensley, Ridgeway, Va.	Corvaair	485	2,000	1288	Running
4	27	41	Bernie Miller, Canastota, N. Y.	Corvaair	484	1,245	1232	Running
5	25	07	Joe Thurman, Rock Mount, Va.	Camaro	483	950	1176	Running
6	6	9	Bob Melnick, Newton, Mass.	Camaro	481	700	1120	Running
7	20	42	Al Grinnan, Fredericksburg, Va.	Chevelle	479	725	1064	Running
8	9	5	Jean Paul Cabana, Beldiel, Canada	Chevelle	477	575	1008	Running
9	10	31	Dick Fowler, New Hartford, N. Y.	Falcon	470	550	952	Running
10	8	84	Ed Flemke, Southington, Conn.	Mustang	464	525	896	Running
11	12	38	Jerry Cook, Rome, N. Y.	Camaro	463	500	840	Wrecked
12	39	19	Harold Martin, Collinsville, Va.	Falcon	454	500	784	Running
13	34	27	Ronnie Daniels, Lynchburg, Va.	Falcon	453	475	728	Running
14	37	14	Donald Whorley, Boones Mill, Va.	Falcon	427	450	672	Running
15	15	83	Lou Austin, Needham, Mass.	Mustang	414	400	616	Running
16	4	3	Carl "Bugs" Stevens, Rehoboth, Mass.	Camaro	413	390	560	Eng. Failure
17	14	65	Don McCullough, Natick, Mass.	Mustang	412	380	504	Running
18	32	57	John Bryant, Bassett, Va.	Camaro	389	395	448	Running
19	39	89	James Tori, Hampton, Va.	Chevy II	367	385	392	Wrecked
20	26	52	Wayne Johnson, Eden, N. C.	Camaro	360	375	336	Running
21	36	20	Jim Brewer, Winston-Salem, N. C.	Chevelle	349	365	280	Rear End
22	16	59	Jackie Falls, Norfolk, Va.	Chevy II	341	330	224	Radiator
23	23	2	Robert Berrier, Winston-Salem, N. C.	Mustang	331	420	168	Head Gasket
24	35	50	Denis Giroux, Montreal, Canada	Chevelle	279	335	112	Eng. Failure
25	3	54	Jerry Frazier, Jr., Austinville, Va.	Camaro	272	300	56	Transmission
26	17	62	Paul Radford, Ferrum, Va.	Chevelle	253	290	56	No Brakes
27	24	25	Melvin Chilton, Eden, N. C.	Chevy II	248	330	56	Radiator
28	18	75	Don Flynn, Windsor Locks, Conn.	Mustang	229	270	56	Wrecked
29	31	61	Ken Phinney, Attleboro, Mass.	Mustang	218	285	56	Wrecked
30	5	22	Jimmie Hensley, Ridgeway, Va.	Camaro	215	250	56	Oil Pressure
31	38	1	Bobby Parker, Lynchburg, Va.	Chevelle	202	265	56	Eng. Failure
32	30	69	Don Miller, Winston-Salem, N. C.	Falcon	129	255	56	Overheating
33	19	17	Jerry Dostie, Guilford, Conn.	Chevy II	124	220	56	Wrecked
34	13	29	Gerald Compton, Ridgeway, Va.	Olds F-85	123	210	56	Wrecked
35	22	73	Bob Santos, Millis, Mass.	Camaro	115	300	56	Eng. Failure
36	26	97	Andy Romano, Johnstown, N. Y.	Mustang	81	235	56	Read End
37	2	12	Max Berrier, Winston-Salem, N. C.	Camaro	52	190	56	Overheating
38	7	10	Leo Cleary, Hanover, Mass.	Corvaair	46	170	56	Wrecked
39	40	35	Lee Sigmon, Jr., Martinsville, Va.	Chevelle	22	185	56	Wrecked
40	29	90	Runt Harris, Richmond, Va.	Fairlane	3	175	56	Wrecked

Time of Race: 3 hours, 51 minutes, 39 seconds.

Average Speed: 68.062 miles per hour (Record). Old record was 61.509 miles per hour, Jerry Cook, Rome, N. Y., 1969, 1937 Chevy.

Fastest Qualifier: Ray Hendrick, Richmond, Va., Camaro, 21.72 seconds, 87.108 mph. Dogwood 500 qualifying record. Old Record was 21.82 seconds, 86.709 mph., set last spring by Carl "Bugs" Stevens of Rehoboth, Mass., in a modified Chevrolet coupe.



**CARDINAL 500: CHARGING RAY HENDRICKS CAPTURES MARTINSVILLE'S LAST RACE FOR THE OLD MODIFIEDS**

When Ray Hendrick won last fall's Cardinal 500 at Martinsville Speedway, it was a record eighth career victory for him at the track. But what was equally important to him was the fact that he won in the final appearance of the old modifieds at the speedway. The camera of NASCAR photographer T. Taylor Warren caught all the action.

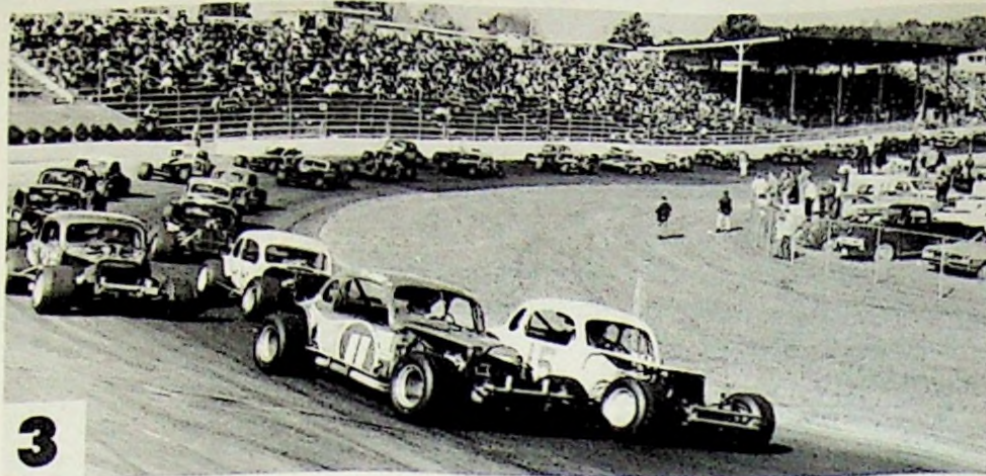
1. Hendrick signs autographs for young fans prior to the start of the race.
2. Ray and his mechanics, Clayton Mitchell (center) and Jack Tant (right) accept a picture of their famous number 11 from speedway president H. Clay Earles.
3. Time to go to work as Hendrick (11) and Leo Cleary (15) lead the pace lap.
4. Hendrick zeroes in on Perk Brown (0) down the backstretch as Jerry Cook (38) gives chase.
5. Hendrick's pit crew gets him out in record time.
6. The flying number 11 pulls away to its final victory at Martinsville Speedway.
7. Tant and Mitchell give a victory yell as the checkered flag falls.
8. Announcer Lewis Compton watches Mrs. Hendrick give hubby a well deserved pat.
9. A victory kiss for the winner.
10. Mr. and Mrs. Hendrick pose with speedway president H. Clay Earles.
11. Runner-up Carl "Bugs" Stevens, who clinched his third straight NASCAR national modified title, gags it up with the Cardinal 500 victor.
12. Hendrick ponders a serious question from the press.



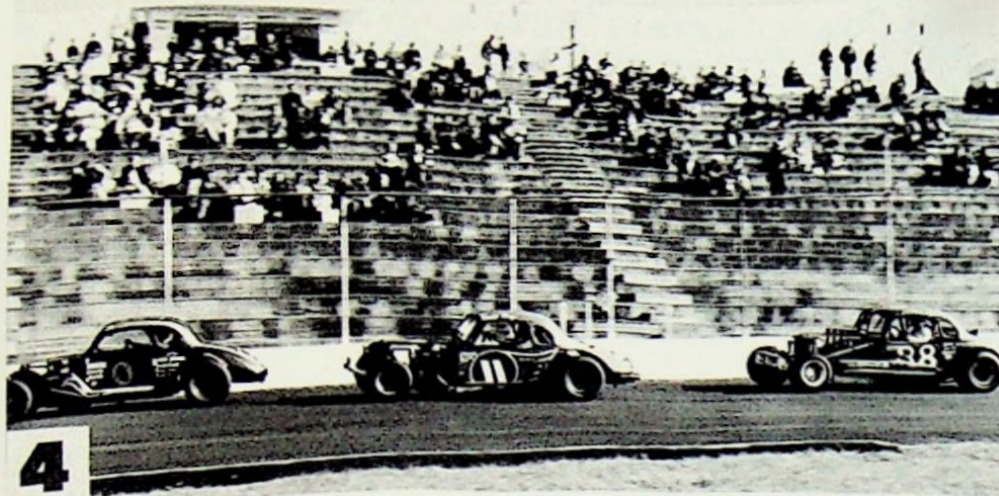
1



2



3



4



5



6



# Probable Drivers in the Martinsville Modified Races



DORMAN ADAMS  
Murfreesboro, Tenn.



LLOYD ASHBY  
Martinsville, Va.



LOU AUSTIN  
Needham, Mass.



EDWARD BAUGUCESS  
Elkin, N. C.



CLYDE BELTON  
Roanoke, Va.



MAX BERRIER  
Winston-Salem, N. C.



ROBERT BERRIER  
Winston-Salem, N. C.



MEL BRADLEY  
Richmond, Va.



RALPH BRINKLEY  
Lexington, N. C.



PERK BROWN  
Eden, N. C.



PERK BROWN, JR.  
Eden, N. C.



FRANK BURNHAM  
South Mills, N. C.



EDDIE CARD  
Norfolk, Va.



GERALD CHAMBERLAIN  
Everett, Pa.



RENE CHARLAND  
Agawam, Mass.



MELVIN CHILTON  
Eden, N. C.



LEO CLEARY  
Hanover, Mass.



JERRY COOK  
Rome, N. Y.



PHILLIP COX  
Roanoke, Va.



MELVIN CREASY  
Lynchburg, Va.



KEN CROSS  
Lynchburg, Va.



RONNIE DANIEL  
Lynchburg, Va.



SAL DEE  
New Haven, Conn.



BILL DENNIS  
Glen Allen, Va.



FRED DeSARRO  
Westerly, R. I.

# Probable Drivers in the Martinsville Modified Races



**DON DIFFENDORF**  
Binghamton, N. Y.



**RED FARMER**  
Hueytown, Ala.



**ED FLEMKE**  
Southington, Conn.



**JERRY FRAZIER**  
Martinsville, Va.



**THOMAS FULCHER**  
Fieldale, Va.



**DENNIS GIROUX**  
Montreal, Canada



**JIMMY GRIFFIN**  
Eden, N. C.



**AL GRINNAN**  
Fredericksburg, Va.



**BOB HALL**  
Rumford, R. I.



**PAUL HAMEL**  
Montreal, Canada



**PETE HAMILTON**  
Charlotte, N. C.



**RUNT HARRIS**  
Richmond, Va.



**RAY HENDRICK**  
Richmond, Va.



**BILLY HENSLEY**  
Ridgeway, Va.



**JIMMIE HENSLEY**  
Ridgeway, Va.



**JIM HOFFMAN**  
Robertsville, N. J.



**CARL HORTON**  
Grifton, N. C.



**JOE HUSS**  
Roanoke Rapids, N. C.



**SONNY HUTCHINS**  
Richmond, Va.



**WAYNE JOHNSON**  
Eden, N. C.



**JOE JONES**  
Winston-Salem, N. C.



**PEE WEE JONES**  
Clemmons, N. C.



**DOUG JOYCE**  
Norfolk, Va.



**WAYNE LAMBETH**  
Winston-Salem, N. C.



**ANDRE MANNY**  
Montreal, Canada

# Probable Drivers in the Martinsville Modified Races



**GEROLD COMPTON**  
Ridgeway, Va.



**HAROLD MARTIN**  
Collinsville, Va.



**GLEN MCGEE**  
Thomasville, N. C.



**BOB MCGINNIS**  
Danville, Va.



**BOB MELNICK**  
Newton, Mass.



**DON MILLER**  
Winston-Salem, N. C.



**DICK MONTGOMERY**  
Winston-Salem, N. C.



**JAMES MYERS**  
Mocksville, N. C.



**TOBY NOLEN**  
Vinton, Va.



**BILL OGLESBY**  
Richmond, Va.



**LENNIE POND**  
Petersburg, Va.



**PAUL RADFORD**  
Ferrum, Va.



**GERALD ROBERTSON**  
Winston-Salem, N. C.



**EDDIE ROYSTER**  
Middleburg, N. C.



**KEN RUSH**  
High Point, N. C.



**NED SETZER**  
Claremont, N. C.



**JACK SHAW**  
Martinsville, Va.



**DENNIS SMITH**  
Greenville, N. C.



**CARL "BUGS" STEVENS**  
Rehoboth, Mass.



**MELVIN SWISHER**  
Kernersville, N. C.



**HANK THOMAS**  
Winston-Salem, N. C.



**JOE THURMAN**  
Rocky Mount, Va.



**JIM TORRI**  
Hampton, Va.



**PEANUT TURMAN**  
Dugspur, Va.



**ROY VAN DYKE**  
Richmond, Va.

# Probable Drivers In The Martinsville Dogwood 500 Race



BOB BACCHIOCHI



GENE BERGIN



BOB BRUNELL



JOHNNY BRYANT



VERN CHEVALIER



PETE DIAS



RICHARD ELLIOTT



RICHIE EVANS



DON FLYNN



DAVID GAUL



BILL GRECO



BILL HARMAN



HOP HARRINGTON



CLIFFORD HARRIS



GENE HUTCHINSON



LOU LAZZARO



BERNIE MILLER



EARNEST PALMER



GEORGE PENDERGAST



KEN PHINNEY



MIKE PORTER



BOB ROSSELL



BOB SANTOS



FRED SCHULZ



CLAY STINNETT

ADDITIONAL  
MODIFIED  
DRIVERS



Anthony Terry



Johnny Thompson



Maynard Troyer



Jackie Vincent



Bentley Warren



Pee Wee Wentz



Don Worley



Ed Yerrington



Shorty York

## WELCOME VETERANS

Some 20 wounded veterans of the Viet Nam war now at Kenner Army Hospital at Fort Lee, Va., are guests of Martinsville Speedway for today's 15th annual Virginia 500.

Speedway officials and fans would like to say "well done" and "thanks" and we hope you enjoy yourselves.

You're all winners in our book.

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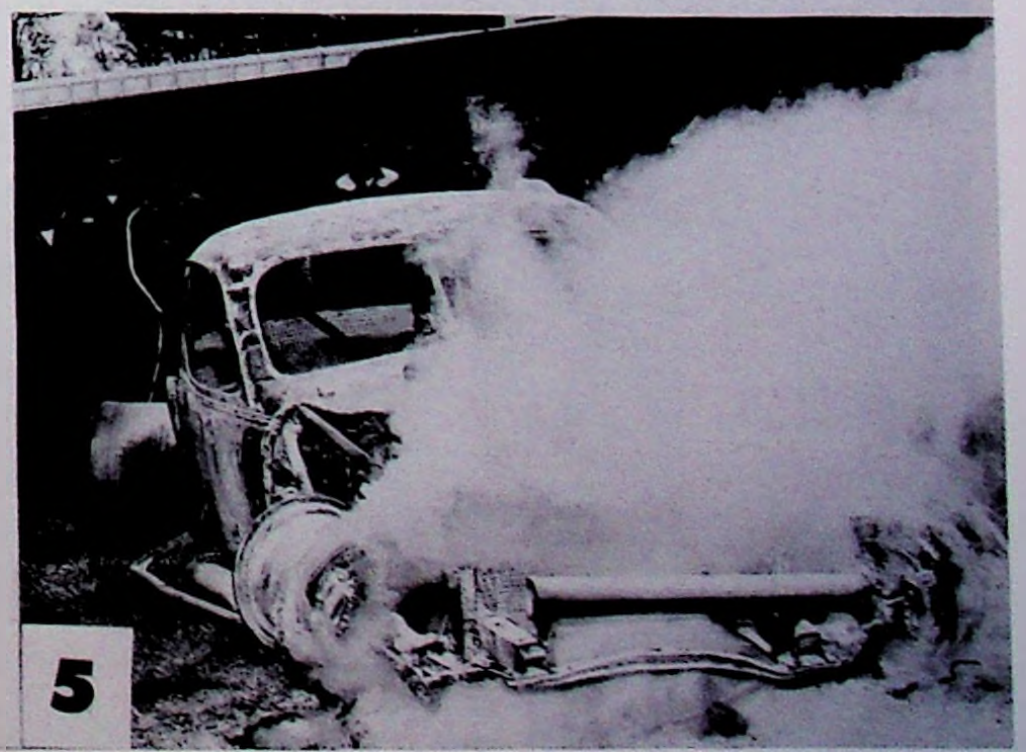
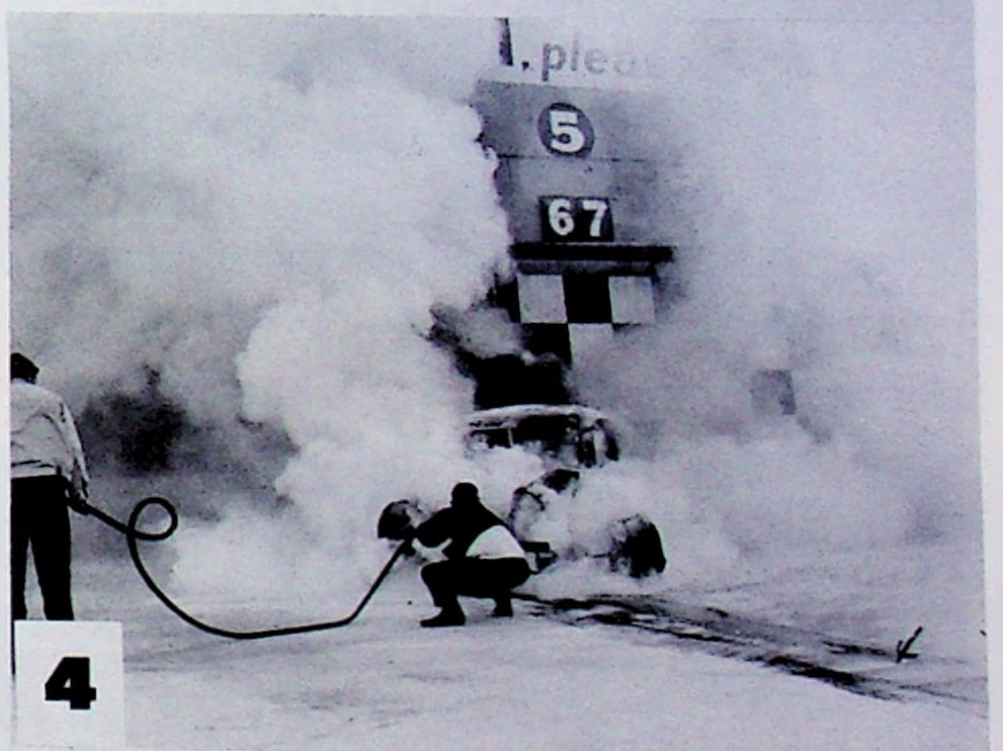
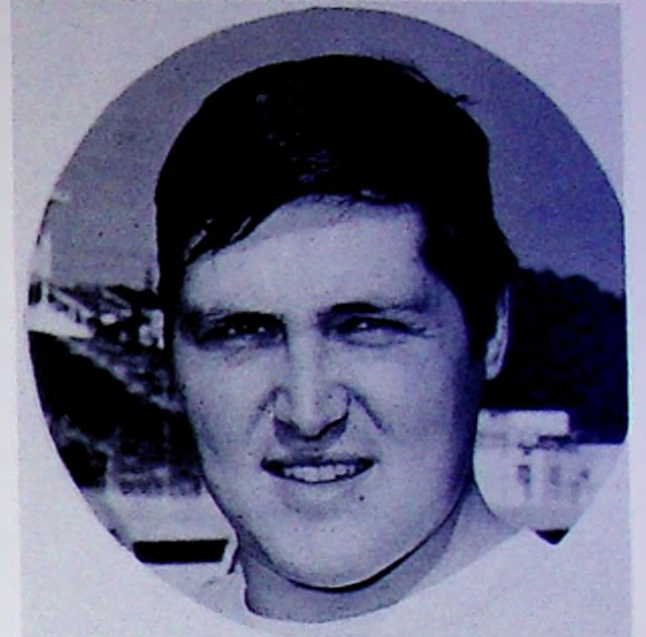
Roanoke Road, Beside Villa Heights Amoco Station

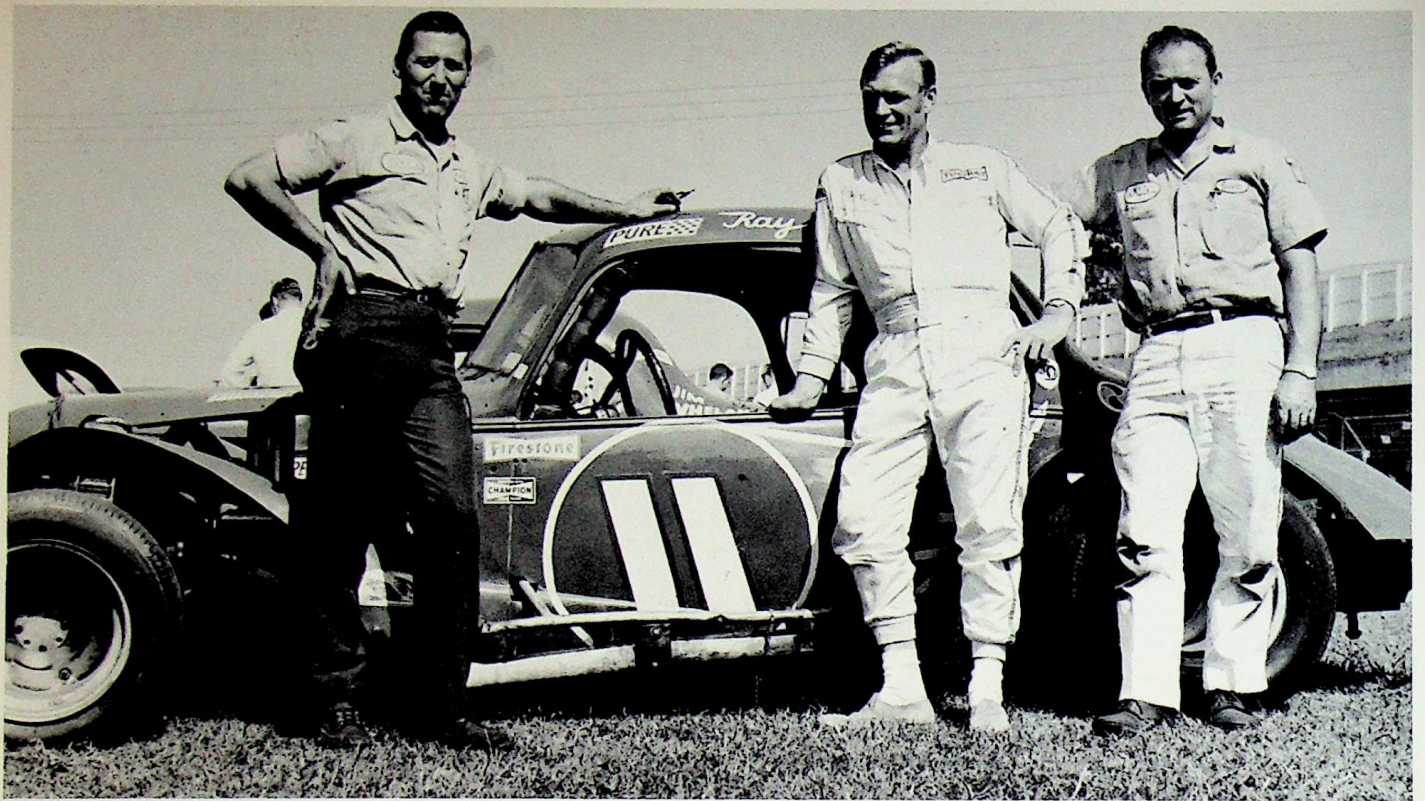
Telephone ME 2-4844

## HOT TIME AT MARTINSVILLE



Denis Giroux of Montreal, Quebec, Canada escaped uninjured last fall at Martinsville Speedway when his modified crashed into the second turn wall and burned during qualifying runs for the Cardinal 500. Giroux leaped from the car before it burned but the machine was a total loss. The downward position of the car on the bank enabled gas to continue running out the engine to feed the blaze. Minutes later, Giroux came back and attempted to qualify his second car.





Clayton Mitchell (left), Ray Hendrick (center) and Jack Tant (right) and their famous flying number 11 modified that won eight races at Martinsville Speedway.

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# Ray Hendrick: NASCAR'S Most Popular Modified Driver

By BILL WEEKS  
Sports Editor  
The Martinsville Bulletin

What makes an auto racing driver "Most Popular?"

Ray Hendrick of Richmond, Va. was so named for NASCAR's Modified circuit by the fans of 1969. How come?

Ever since 1962 the reddish-haired construction operator has been building a big reputation behind the wheel of Jack Tant's '37 Chevy. He's never won a national championship, but all the way up and down the Eastern Seaboard wherever modified races are run fans know "slim" Hendrick and that cherry red No. 11 machine with the flame on its door.

Why so popular?

Across eight seasons Hendrick has spun the Tant-treated Chevy around the ovals for 209 races—not many for anyone bidding for points. However, Hendrick has won 117 times for an enviable (to say the least) 55.5 winning percentage (78% over the last two seasons and 69.3 over the last four seasons!). And all of this does not take into account the many wrecks Tants car has been involved in since '62 (11 alone in 1964).

During these seasons Hendrick has won at Langhorm—last season the first time he ever entered the 200-miler—at Trenton in its 200 three times (three seconds also), at the Martinsville track for a record eight times (including a Dogwood 300 and both Cardinal 500s) at dirt tracks in Richmond, Langley, South Boston (13 wins out of 14 races in 1968) and at tracks up north with frequency.

"Ray runs a lot of big races," reported fellow driver Perk Brown of Eden, N. C. "Where he goes, nine out of ten times he'll put on a show for the people and they get to notice him. He does the job. People up north pull for him even though he's from down here."

Winning encourages popularity, human nature being what it is. But qualities in a driver, in addition to success, also makes Hendrick popular, not only with fans, but with his peers in the field.

"We've been racing together 18 years and he's a hard fellow with a lot of determination to win," reported Sonny Hutchins, fellow Richmonder. "I let him use one of my cars in Atlanta once and he could have won the race had he decided to stroke, but he didn't. He's a natural charger. He's probably won more races than anyone in modified racing on a percentage basis."

Hutchins noted Hendrick is a quiet man, rather hard to get to know. The singularity of his personality rather seems to emerge on the race track.

"His driving is noticeable," Hutchins noted. "He's very skillful with the car. You've got to be on your P&Q's if he's behind you or you're in front of him. Hes pretty tricky in working a man to get by. He's better than most."

Ironically, Eddie Crouse of Glen Allen, Va., now retired, used to pilot Tant's car against Hendrick when Ray was driving John Tadlock's DeSoto in the late '50's. Back then either Crouse or Hendrick used to win about all the races at South Boston and Lawrenceville.

"Competitive-wise, you can't come against anyone tougher. He'd be tough to beat even in a second-rate car," Crouse opined. "In all these years of racing, we understand each other. He knows I won't give in and I know he won't give in. I don't know if this makes him popular with the other drivers or not, but it makes him popular with me."

One of the best examples of Hendrick's refusal "to give in" when challenged came during the first Dogwood 500 at the Martinsville Speedway on March 31, 1969. On the 19th lap, Hendrick and Bugs Stevens of Rehoboth, Mass.—three-time Modified champion—swooped down off the fourth turn side-by-side. Stevens' blue Chevy coupe kept squeezing Ray's cherry red No. 11 to the outside. But Ray kept coming and finally both vehicles crumpled and banged into the wall.

Stevens admitted they had been running too close to be so early in the race. "It was just something that happened to two hot dogs," Bugs later said.

Jack Tant of Littleton, N. C., perhaps knows the reason for Ray's popularity with the fans maybe better than anyone:

"Ray's always been popular," he remarked. "I imagine his driving technique, his ability to drive well against all the top drivers has made him so. He's the charging type. He always has been an excellent traffic man. He's not a flashy talker, but whenever he goes up for a trophy, or when he's introduced prior to the race, he always seems to get the loudest response."

Could it also be possible that Hendrick's winning habit could make him "most unpopular" with a small segment of the race fan population—like some notable people are unpopular because they have too much money?

"Well, he's the most popular as far as I'm concerned," said Clayton Mitchell of Norlina, N. C., co-owner and chassis man of the red No. 11 coupe. "He's the best driver in the country, but I'm sure half the crowd come out to see him lose as come to see him win. Where Ray's concerned there's no in-between people. They either pull hard for him, or against him."

Even Ray himself has seen this.

"True fans will pull for you wherever you go," he said. "But some fans stopped coming out to South Boston the year I kept winning out there. Some fans don't like to see you win too much. They want you to lose some. But, golly, I always go to win, I can't help it."

Some drivers see this trait as being "hoggish." But there is no doubt about it, what Hendrick does on the track is perhaps the most important single attention-gathering force around a speedway when a race is being prepared for or is being run.

During first-day qualifying for Martinsville's first 500-lapper, the first Cardinal 500 in November, 1968, Tant and crew changed tires in an attempt to find out why No. 11 wasn't getting around as fast as desired. There was a mix-up somehow and the crew did not have time to switch back to their regular tires for the qualifying. Result: Hendrick went out to qualify with "strange" tires.

As is always the case when Hendrick qualifies, all talk and joking in the pit area ceases. All heads are craned in the direction of No. 11. All eyes are welded on the blurry red flame. Hendrick had trouble handling the Chevy, twice almost losing control in the turns. Drivers and mechanics looked on with disbelief.

After Hendrick finished his two laps, laughter arose in the pits. Loud talk revolved around the one idea: It was a whole new ball game. Hendrick would have to start somewhere other than in the front.

Hendrick and Tant have had such a hold on modified racing, or at least in the races they have entered, that when anything goes awry in that camp, it is almost considered a free pass to the rest of the competition. To fans this type of hold is popular. They respect dominance and aggressiveness by any individual in a sport. Arnold Palmer was even named Athlete of the Decade not only because of his ability to dominate, but by his ability to control attention by the WAY he played the game.

Same with Hendrick. The man behind the throne, Jack Tant, perhaps sums it up best.

"To be successful, you've got to put your whole self into it. Just like Ray. He goes out to win. He never started a race without going out to run for first. He has the determination that many drivers don't have and he's not beginning to fade either. Every year he's as good as he was the year before."

# 1969 Modified Winners At Martinsville Speedway



Jerry Cook of Rome, N. Y., winner of the spring Dogwood 500 in March at Martinsville Speedway.



Charging Ray Hendrick of Richmond, Va., receives congratulations from his wife after taking the spring 100-lap race in April at Martinsville Speedway. Announcer Lewis Compton (left) and speedway president H. Clay Earles (right) join in the fun.

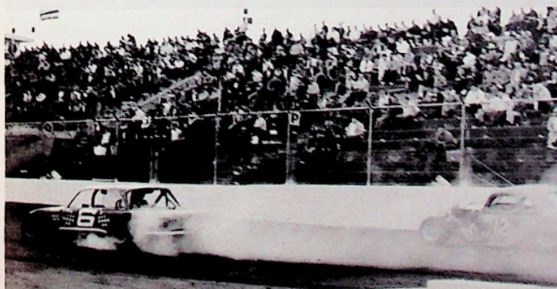


Three-time NASCAR national modified champion Carl "Bugs" Stevens of Rehoboth, Mass., (left) receives the winner's trophy from speedway president H. Clay Earles after winning the fall 100-lap race in September at Martinsville Speedway.



Speedway president H. Clay Earles (right) congratulates Ray Hendrick of Richmond, Va., after his triumph in the Cardinal 500 in November at Martinsville Speedway. Hendrick, who scored a record eighth career win at Martinsville, received the grandfather clock trophy in the background.

# MARTINSVILLE SPEEDWAY ACTION



*Right—Two battling beauties. Joe Kelly of Quakertown, Pa., and Bentley Warren, #44, of Gloucester, Mass., go at it on Martinsville's blacktop. (Pal Parker photo). Far right—Ray Hendrick of Richmond, Va., does it again. (Pal Parker photo). Second row—Lou Austin of Medford, Mass., #73, and Jerry Cook of Rome, N.Y., flying down the straight. (Bill Balsler photo). Third row—Maybe the youngsters can't "associate" with the Modifieds, but to the rest of us, they are "a thing of beauty." (Pal Parker photo). Bottom of page—A coach, a coupe, and a late model Modified mix it up in a practice session. (Pal Parker photo).*

**Race Report by Bob Carey**

# The CARDINAL 500

**Final appearance of  
the pre-war bodied Modifieds brings  
Ray Hendrick another win and Bugs Stevens  
his third consecutive national  
Modified championship.**

**T**HE FINAL APPEARANCE of the old-bodied NASCAR Modifieds south of the Mason-Dixon line, with the exception of Bowman-Gray Stadium in Winston-Salem, North Carolina, was at famous Martinsville Speedway on November 9, 1969. It was an emotional experience.

Just before the start of the Cardinal 500, promoter and track owner Clay Earles gave a little talk to the 8,500 assembled Modified fans. He paid great and well-deserved homage to Ray Hendrick, calling him "one of the greatest Modified drivers of all time." Hendrick had won five of the thirteen longer distance races presented at Martinsville. No other driver had won more than one, except Carl "Bugs" Stevens who had won twice. Earles also payed homage to the builders of Hendrick's mounts, Jack Tant and Clayton Mitchell of Littleton, North Carolina.

Then Earles said to the fans, "Next year, beginning with the Dogwood 500 in the spring, we will be running the Late Model Modifieds."

His announcement was greeted by silence.

"I feel the same way you do," Clay responded.

Later, we remarked, "Clay, it sounded like there were tears in your eyes when you made that announcement."

"There was, Bob, but you can't stand in the way of progress."

In the race lineup there were only four Late Models in the field of forty. More than twice that had shown up for qualifying, but they just couldn't compete with the lighter, better handling models from the '30's. A Late Model bonus was included in the purse.

The Late Models were not good to look at. From the windshield aft, they were whole and easy to identify. But from the windshield forward there was nothing except a slab of sheet metal to serve as a hood. Earles had told the assembled race drivers that he would no longer permit the Late Model Modifieds to race in such condition. All future entries must have complete bodies. From where we sit, it appears that the Modifieds of the future will be Late Model Sportsmen with full-race, anything-goes engines. We don't expect them to be as fast, but the racing will be more exciting with tighter action. Drivers will chance closer contact with the more enclosed wheels.

In the motels around town, the drivers had ample time to talk over the situation since the race was rained out and postponed one week from the original schedule of November 2nd. The bulk of the Yankee drivers had come from New York and New England. They deplored the discontinuance of the older bodied cars, and doubted if they would be back to Martinsville for many years. "We just can't afford to build a special car for one track.

We've got a lot of money tied up in these old cars, and storing them in the back yard is no way to get it back."

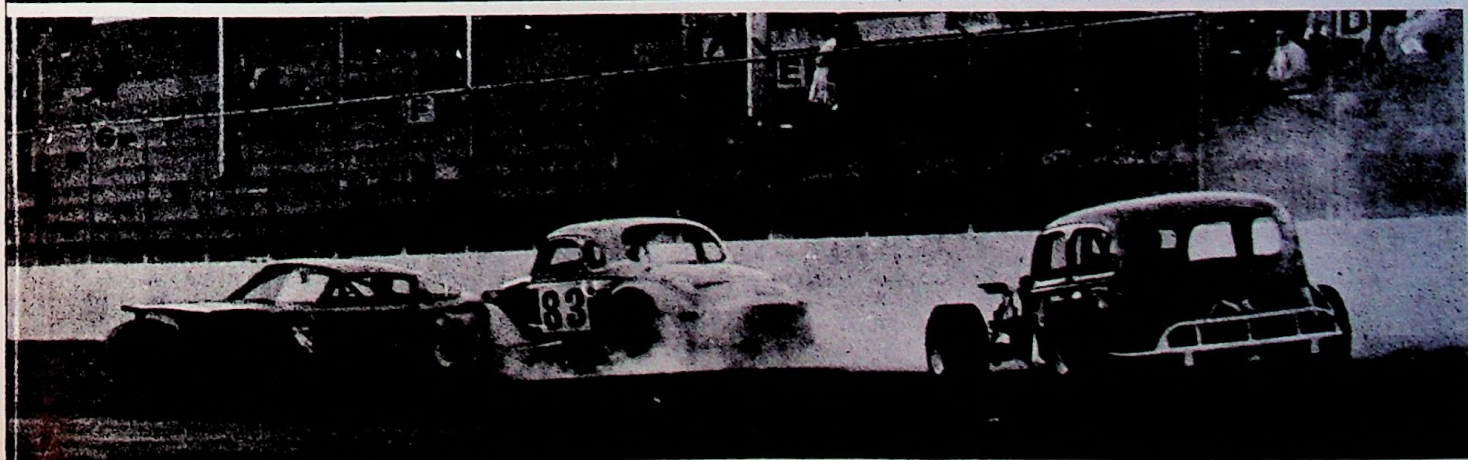
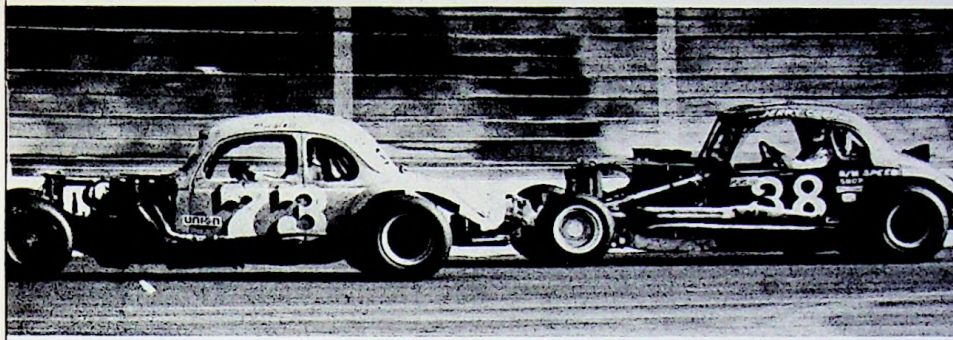
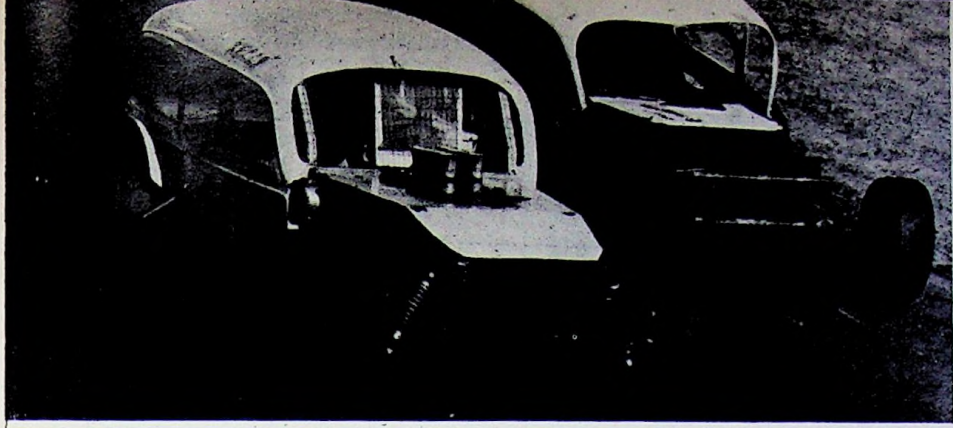
With the Modifieds out in Virginia, Maryland, and all of North Carolina except Bowman-Gray, and with many New England tracks now discontinuing them, it appears the only places they will be running in the future will be in New York, northern New Jersey and Pennsylvania and portions of western New England. We will miss them.

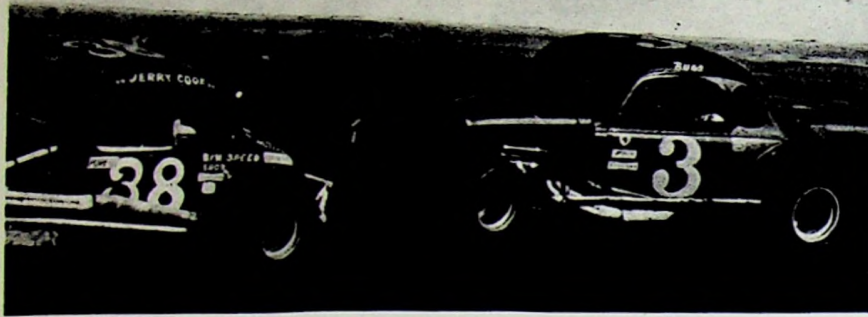
The Cardinal 500 was the last race in the 1969 NASCAR National Championship Modified series. 1,300 points would go to the winner. With Stevens and Jerry Cook only a scant 232 points apart, this race would determine the National Champion. Perk Brown with 4,912 points could move one of them back into third place had he won. With the rain-out there was some concern that NASCAR would declare the season over. However, since some cars had already qualified, NASCAR was justified in extending the end of the season one week. Race day found the leaders keyed up and planning strategy. Ray Hendrick was in no position to affect the seasonal points, but he was, nevertheless, the man to beat in the Cardinal. The question was, "Go like gangbusters to beat Hendrick or 'cool it' to keep your car together to finish."

In the Friday qualifying before the rain-out, Leo Cleary with one of the best appearing and skillfully built modifieds ever built, easily broke the track record. In fact, the first eleven cars broke the record held by Hendrick, but Cleary was the fastest. He was on the pole heading the forty car starting field with Hendrick right beside him. "Bugs" Stevens was in fourth, Perk Brown in sixth, and Jerry Cook in ninth. It looked like a perfect set-up for a wing-ding of a race.

The reason for all the records falling appeared to be threefold. The straightaways had been resurfaced with an asphalt that gave a better bite; the air was full of cold moisture providing for better engine operation; and there was an ample supply of "steamroller" tires that could be scuffed to perfection. It was almost like a new race track, and crews were hard pressed to cope with changing handling set-ups. Chassis expert Nutsy Fagan was in demand everywhere. Announcer Lewis Compton almost talked himself hoarse with messages for Fagan to report to various locations.

With over a hundred Modifieds on hand, the chassis problems, and coping with the pranks of four-time national Sportsman champion Rene Charland, the





**Top**—Ray Hendrick eases by Hop Harrington of Wrentham, Mass., #21. Harrington's Modified was brand new and one of the finest built anyone had seen. (Bill Balsler photo). **Second row**—Bugs Stevens, #3, and Jerry Cook, #38, came to Martinsville to settle the national championship. Both took it easy to finish with Stevens capturing his third successive championship. (Pal Parker photo). **Above**—Pit road is a scramble during the running of the Cardinal 500. (Pal Parker photo).

pits and infield were mighty busy—when it wasn't raining.

On the second weekend when one and all showed up for the rescheduled race, it began raining about dusk on Saturday night. Faces were long, but by midnight the rain had stopped and the sky began clearing. Race day dawned with a cloudless sunny sky and a refreshing tinge of Fall in the air.

When the green fell, Cleary jumped into the lead with Hendrick on his bumper. From the start the rapid Richmonder let it be known he planned to be first as quickly as possible. He challenged Cleary every chance he got, and passed him in heavy traffic on the eighth lap. Hendrick was never headed. By the 145th lap, he had a lap on the field, and that's the way it stayed until the end.

Stevens and Cook answered the pre-race question quickly. It was obvious

neither one was forcing the issue. Stevens drove a good race, passing cars where he found them, but making no effort to stay with the flying Hendrick who was breaking records every ten laps. Stevens finished second.

Cook was a puzzle. It was not the Cook we had witnessed driving in the past, and it was not the Cook who had won the Dogwood 500 in the Spring. There was \$13,000 at stake, and evidently Cook's strategy was to baby his mount and hope that Stevens blew. The gamble did not pay off. Stevens was running strong at the finish. Cook finished in fourth, eight laps down.

Perk Brown almost upset the apple cart by finishing third, although six laps down.

Don Flynn was the first alternate starter. He lined his car up at the tail end of the field and watched for Lady

**NASCAR NATIONAL CHAMPIONSHIP MODIFIED RACE—1969**  
Season: Cardinal 500, Martinsville Speedway, Martinsville, Virginia, November 9, 1969, 250 miles, one-half mile paved.  
Promoter: Clay Earles. Purse: \$28,325.

Fin Pos	Start Pos	Car No.	Driver	Car	Purse Won	Laps Run
1	2	11	Ray Hendrick	37 Chev	\$3,970	500
2	4	3	Carl "Bugs" Stevens	36 Chev	1,950	499
3	6	0	Perk Brown	36 Chev	1,275	494
4	9	38	Jerry Cook	37 Chev	825	492
5	1	15	Leo Cleary	36 Chev	910	491
6	18	23	Billy Hensley	64 Corvr	900	487
7	12	61	Richie Evans	36 Chev	500	486
8	29	41	Bernie Miller	37 Chev	500	484
9	22	62	Don Diftendorf	36 Chev	575	481
10	8	69	Don Miller	36 Chev	475	470
11	3	73	Lou Austin	37 Ford	475	466
12	15	22	Jimmy Hensley	37 Plym	375	462
13	40	14	Shorty York	36 Chev	400	456
14	24	46	Rene Charland	62 Falcon	525	456
15	34	09	Bob Santos	38 Chev	350	454
16	38	59	Frank Burnham	62 Chev II	425	449
17	20	21	Hop Harrington	38 Chev	275	440
18	7	04	Paul Radford	36 Plym	265	429
19	11	12	Max Berrier	37 Chev	230	424
20	28	9	Bob Melnick	36 Ford	245	413
21	19	6	Maynard Troyer	63 Falcon	210	393
22	30	53	Hank Thomas	37 Plym	225	391
23	39	84	Fred Harbach	36 Chev	215	390
24	13	70	Sal Dee	36 Chev	230	348
25	35	52	Wayne Johnson	37 Chev	195	340
26	5	45	Gerald Compton	36 Chev	210	331
27	27	4	Lou Lazzaro	36 Chev	175	310
28	36	57	John Bryant	36 Chev	175	300
29	23	33	Lennie Pond	36 Chev	225	292
30	21	40	Joe Kelly	36 Chev	250	289
31	14	44	Bentley Warren	37 Ford	150	262
32	32	01	Bill Dennis	36 Chev	175	162
33	25	72	Ed Yerrington	36 Pont	200	123
34	26	25	Melvin Chilton	36 Chev	200	98
35	17	56	Bob Rossell	36 Chev	150	92
36	33	31	Gerald Chamberlain	65 Must	175	81
37	10	97	David Gaul	37 Chev	175	44
38	16	00	Fred De Sarro	37 Chev	150	37
39	31	55	Bill Harman	38 Pont	175	34
40	37	26	Jimmy Griffin	37 Chev	175	26

**FASTEST QUALIFIER:** Leo Cleary, 1936 Chevrolet, 21.61 seconds at 87.552 mph (Record).

**TIME OF RACE:** 3 hours, 32 minutes, 42 seconds, at an average speed of 74.126 mph (Record).

Luck to turn her back on somebody. It was Fred Harbach. His car wouldn't start. Then it did. Then it stalled. Then it started again. Flynn was alternately turning his steering wheel toward the pit road then the track as Harbach's fortunes rose and fell. It was a disgusted Flynn who headed for his trailer when Harbach finally roared off.

Another puzzle was Bentley Warren, the very accomplished Supermod driver from up Oswego Speedway way. He had one of the wildest looking Coach Modifieds ever built. It seemed to have the super structure of a Supermod with some sheet metal pieces tacked on it. We had seen the car in action at Pocono its first time out. It flew at Pocono, and it flew at Martinsville. The puzzle was that from the very beginning a heavy stream of blue smoke poured out of the right bank of cylinders. It was still pouring smoke and still running like a top in fifth position when on the 262nd lap, the car was forced out with a split gas tank.

There was a time in the running of the Cardinal when some folks would have bet on Max Berrier. He started in eleventh position. He was tenth on the second lap, eighth on the sixth lap, seventh on the eighth lap, and had moved up to fourth by the 23rd lap when he passed three cars in one fell swoop. On lap 72 he got by Cleary to take over third, and four

# The CARDINAL 500

laps later he had passed Stevens easily to move into second. It looked like Hendrick was going to have a tussle from an unexpected source, and tussle they did coming out of the fourth turn of the 251st lap. Hendrick and Berrier almost took each other out. Evidently some damage was done to Berrier's car as five laps later, he made a green flag pit stop. After several long pit stops, Berrier was never again in contention.

Leo Cleary drove a good race, but his car just didn't seem to have the "oomph" it needed to be fully competitive. Maybe with the newness, it still had a few problems. Cleary finished fifth, nine laps off the pace.

The Late Model bonus went to Billy Hensley who finished sixth with a 1964 Corvair. The car looked rather odd with the engine in the trunk - up front.

As in most long distance Modified races the distance has proved mechanically disastrous to a large number of cars. There were eleven caution flags in the Cardinal, most being for mechanical failures. The first yellow occurred on the 38th lap when Bill Harman blew and Rene Charland and Sal Dee spun in the oil.

A disaster was avoided on the 356th lap only by the super skillful driving of the competitors when Lennie Pond blew, spun, and stalled backwards in the middle of the back stretch. The alarmed sounds of the fans could be heard above the roar of the cars as Modifieds flashed by on both sides of Pond's disabled mount. That incident quickly brought out the ninth yellow of the day.

By the 350th lap, only half the field was still running, but so many cars made extensive repairs in the pits and returned to the fray that actually more cars were running at the finish than were running at the half-way point.

At the post-race conference Ray Hendrick revealed that he had been without brakes since the half-way mark - a further testimonial to his driving ability. At the 450 lap mark, he had begun to lose oil pressure. "I thought it was going to blow," he related calmly.

When Stevens romped home in second place, two positions ahead of Cook, the national championship was locked up for the sandy-haired youngster from Rehoboth, Massachusetts. He had done something that no other driver in the 21 year history of NASCAR Modified racing had ever done - three straight national Modified championships.

"I wish I could have gotten with the program," was his comment later, "but I decided I had better not. The championship pays better than \$13,000, and this race doesn't quite pay \$4,000."

We have an idea that Carl "Bugs" Stevens will be getting with a much bigger "program" in the not too distant future.

## 1970 NASCAR LATE MODEL RACE SCHEDULES

### GRAND AMERICAN

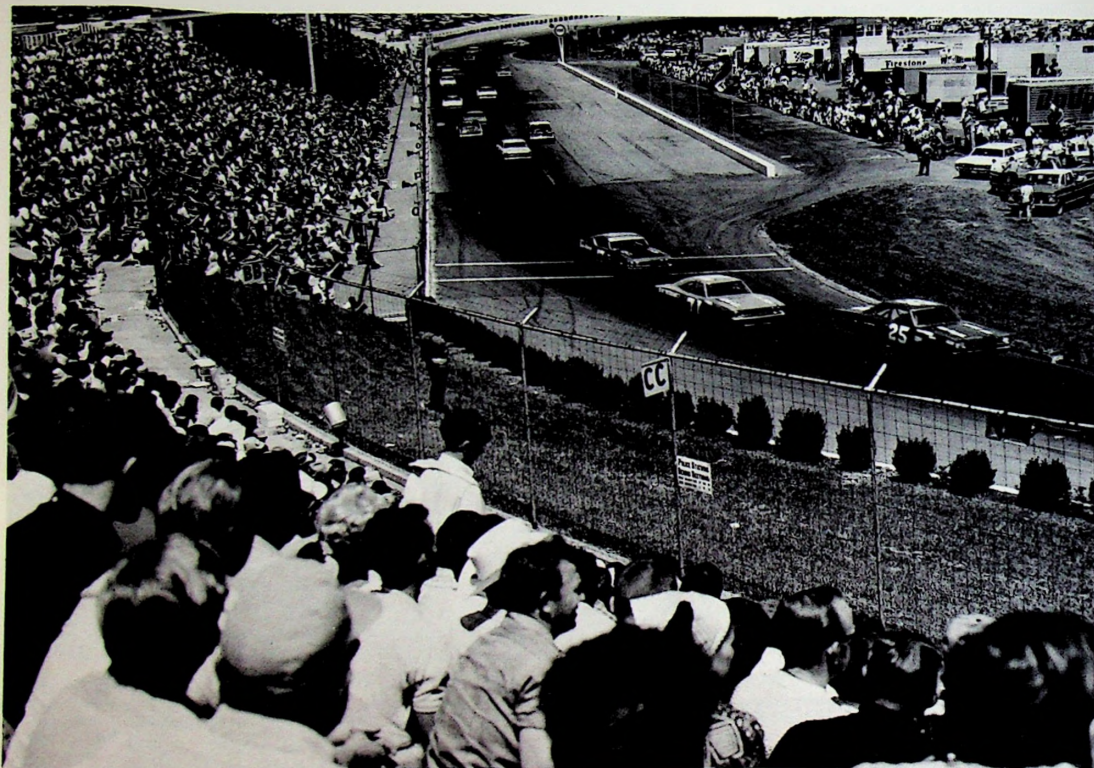
Apr. 5—Atlanta, Ga. (Lkwd) (1 mi Dirt) — 100 M	8,760
Apr. 12—Charlotte, N.C. (1.5 Mi Pvd) — 250 M	26,528
Apr. 18—Augusta, Ga. (1/2 Mi Pvd) — 100 M	6,985
Apr. 24—Savannah, Ga. (1/2 Mi Pvd) — 100 M	8,360
Apr. 26—Beltsville, Md. (1/2 Mi Pvd) — 100 M	6,985
June 4—Columbia, S.C. (1/2 Mi Dirt) — 100 M	*8,360
May 3—Kingsport, Tenn. (.337 Mi Pvd) — 100 M	6,200
May 13—Richmond (FG) (.542 Mi Pvd) — 100 M	*20,000
May 17—Dover, Del. (1 Mi Pvd) — 250 M	*8,385
May 24—Ona, W. Va. (7/16 Mi Pvd) — 300 L	*6,200
June 6—Winston-Salem, N.C. (1/4 Mi Pvd) 100 M	6,875
June 13—Hickory, N.C. (4/10 Mi Pvd) — 100 M	*8,360
June 20—Maryville, Tenn. (1/2 Mi Pvd) — 100 M	*8,580
June 27—Hampton, Va. (4/10 Mi Pvd) — 100 M	*23,000
July 4—Daytona Beach, Fla. (2 1/2 Mi Pvd) 250 M F/Intl	To be set
July 14—Holland, N.Y. (3/8 Mi Pvd) — 100 M	To be set
July 16—Milton, Vt. (1/3 Mi Pvd) — 100 M	*8,360
Aug. 2—Asheville, N.C. (1/3 Mi Pvd) — 100 M	*6,200
Aug. 14—Raleigh, N.C. (1/2 Mi Dirt) — 100 M	*6,200
Aug. 21—Kingsport, Tenn. (.337 Mi Pvd) — 100 M	*40,000
Sept. 6—Talladega, Ala. (2.66 Mi Pvd) — 500 M F/Intl	*9,350
Oct. 3—Hampton, Va. (4/10 Mi Pvd) — 100 M	*8,360
Oct. 18—Atlanta, Ga. (Lkwd) (1 Mi Dirt) — 100 M	

### GRAND NATIONAL

Date	Location	Dist.	FIA List	Posted Awards
Apr. 5—Bristol, Tenn. (.533 Mi Pvd) — 500 L N/O				33,325
Apr. 12—Talladega, Ala. (2.66 Mi Pvd) — 500 M Intl				138,100
Apr. 18—North Wilkesboro, N.C. (5/8 Mi Pvd) 400 L N/O				39,500
Apr. 26—Martinsville, Va. (.525 Mi Pvd) — 500 L N/O				51,260
Apr. 30—Columbia, S.C. (1/2 Mi Dirt) — 100 M				9,700
May 2—Greenville, S.C. (1/2 Mi Dirt) — 100 M				9,700
May 3—Hickory, N.C. (4/10 Mi Pvd) — 100 M				13,050
May 9—Darlington, S.C. (1 3/8 Mi Pvd) — 400 M				82,155
May 15—Beltsville, Md. (1/2 Mi Pvd) — 100 M				*8,600
May 17—Hampton, Va. (4/10 Mi Pvd) — 100 M				*8,600
May 24—Charlotte, N.C. (1.5 Mi Pvd) — 600 M Intl				*160,035
May 28—Maryville, Tenn. (1/2 Mi Pvd) — 100 M				*8,600
May 30—Augusta, Ga. (1/2 Mi Pvd) — 100 M				*8,600
June 7—Irish Hills, Mich. (2 Mi Pvd) — 400 M Intl				*55,000
June 14—Riverside, Calif. (2.62 Mi Pvd) — 400 M Intl				*65,000
June 21—Bryan, Tex. (2 Mi Pvd) — 400 M Intl				*55,000
June 26—Kingsport, Tenn. (.337 Mi Pvd) — 100 M				*8,600
June 27—Greenville, S.C. (1/2 Mi Dirt) — 100 M				*8,600
July 4—Daytona Beach, Fla. (2 1/2 Mi Pvd) 400 M F/Intl				*90,920
July 12—Trenton, N.J. (1 1/2 Mi Pvd) — 300 M				*30,000
July 14—Beltsville, Md. (1/2 Mi Pvd) — 100 M				*8,600
July 19—Bristol, Tenn. (.533 Mi Pvd) — 500 L N/O				*30,935
July 23—Marville, Tenn. (1/2 Mi Pvd) — 100 M				*8,600
July 25—Nashville, Tenn. (5/8 Mi Pvd) — 400 L				*20,000
Aug. 2—Atlanta, Ga. (1.552 Mi Pvd) — 500 M Intl				*100,310
Aug. 7—Winston-Salem, N.C. (1/4 Mi Pvd) 100 M				*8,600
Aug. 9—Weaverville, N.C. (1/2 Mi Pvd) — 500 L N/O				*23,815
Aug. 11—Ona, W. Va. (7/16 Mi Pvd) — 100 M				*8,600
Aug. 16—Irish Hills, Mich. (2 Mi Pvd) — 400 M Intl				*55,000
Aug. 23—Talladega, Ala. (2.66 Mi Pvd) — 500 M Intl				*120,600
Aug. 27—Columbia, S.C. (1/2 Mi Dirt) — 100 M				*8,600
Aug. 29—South Boston, Va. (.357 Mi Pvd) — 100 M				*8,600
Aug. 30—Hillsborough, N.C. (9/10 Mi Dirt) — 150 M				*11,175
Sept. 7—Darlington, S.C. (1 3/8 Mi Pvd) — 500 M				*107,640
Sept. 11—Hickory, N.C. (4/10 Mi Pvd) — 100 M				12,525
Sept. 13—Richmond, Va. (.542 Mi Pvd) — 500 L N/O				*27,000
Sept. 20—Dover, Del. (1 Mi Pvd) — 300 M				*30,000
Sept. 27—Martinsville, Va. (1/2 Mi Pvd) — 500 L N/O				*46,585
Sept. 30—Raleigh, N.C. (1/2 Mi Dirt) — 100 M				*28,275
Oct. 4—North Wilkesboro, N.C. (5/8 Mi Pvd) 400 L N/O				*115,820
Oct. 11—Charlotte, N.C. (1.5 Mi Pvd) — 500 M F/Intl				*8,600
Oct. 16—Savannah, Ga. (1/2 Mi Pvd) — 100 M				*89,700
Oct. 25—Rockingham, N.C. (1.017 Mi Pvd) — 500 M F/Intl				*8,600
Nov. 1—Augusta, Ga. (1/2 Mi Pvd) — 100 M				*22,600
Nov. 8—Macon, Ga. (.5479 Mi Pvd) — 500 L				*55,000
Dec. 6—Bryan, Tex. (2 Mi Pvd) — 400 M Intl				

\* Estimated posted awards.

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APRIL 25—100-lap NASCAR National Championship Late Model Modified Race

APRIL 26—\$50,000 Virginia 500 NASCAR Grand National Race

SEPTEMBER 26—100-lap NASCAR National Championship Late Model Modified Race

SEPTEMBER 27—\$50,000 Old Dominion 500 NASCAR Grand National Race

OCTOBER 18—\$30,000 Cardinal 500 NASCAR National Championship Late Model Modified Race

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## Union 76 RaceStoppers Back In Daytona Beach

This is the second appearance of the famed Union 76 RaceStoppers at Speed Weeks. The corps of top professional models and beauty titlists was introduced here in 1969, and traveled more than a half million miles in 23 states going to races throughout the nation.

Two new girls have been selected for the group—former Miss Chicago, Norma Bauer, and the current Miss Moon, Doshia Wall. Along with them at the Daytona 500 activities are Sharon Brown, former Miss U. S. A., and Ann Romeo, an ex-National Model of the Year. Cheryl Johnson, holder of 19 titles, will appear at the February 14-15 events.

Wearing their diagonally-striped RaceStopper jackets for which they've become famous, the RaceStoppers will ride in the parade lap, greet fans, and congratulate the winning driver in Victory Lane.

Norma Bauer is originally from Phoenix where she was Phoenix Junior Miss, majored in pre-law at Phoenix College. She was Miss Chicago in 1968 and a finalist in Miss Illinois. She's one of Chicago's top models, sings show tunes and ballads, appeared in an industrial film for Kroger with Forrest Tucker. She's also been in industrial films for Pittsburgh Paints, Carolina Mirrors, and for A. B. Dick, has done national television commercials for Claire Meats and Plungem.

Doshia Wall is a demure, soft-spoken 5-6 hazel-eyed blonde who was born in Monroe, Louisiana, reared in Sacramento, California, was a professional model in Seattle, and now in Shreveport, Louisiana. She's been Miss Airline, Miss Bossier City, is now Miss Moon, likes to mountain climb, swim, fish, skate, boat, motorcycle, and explore.

Sharon Brown is from Waterproof, Louisiana, is a former Miss U. S. A., Miss Louisiana, Sugar Bowl Queen. This 5-7 doe-eyed brunette hosted her own morning television show for two years, has judged the Miss U. S. A. Pageant, was chosen Miss Photogenic from among 90 contestants in the Miss Universe Pageant.

Ann Romeo is from Norfolk, Virginia. She's a 5-7 brunette with expressive hazel eyes who is a former National Model of the Year, Miss Shilhouette, and winner of the Virginia Fashion Star.

Cheryl Johnson is from Orlando, Florida. She has 19 beauty queen titles, including those of Miss Dixie, Miss Tampa, Miss Orlando, Miss Sunflavor, and Cinderella of the World. The 5-5 blue-eyed blonde has a degree in English, is working on a master's.

During the past year, this group, plus three others, appeared on such national TV shows as The Tonight Show, To Tell the Truth, The Dating Game, Wide World of Sports, Del Reeves Show, Hy Gardner.

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# NASCAR'S MOST POPULAR DRIVERS



Here are the five most popular drivers of the NASCAR ranks for the 1969 season as named in the balloting of the NASCAR members. The awards go to the men who the fans like for their sportsmanship, image and that intangible thing of just being a heck of a good fellow.

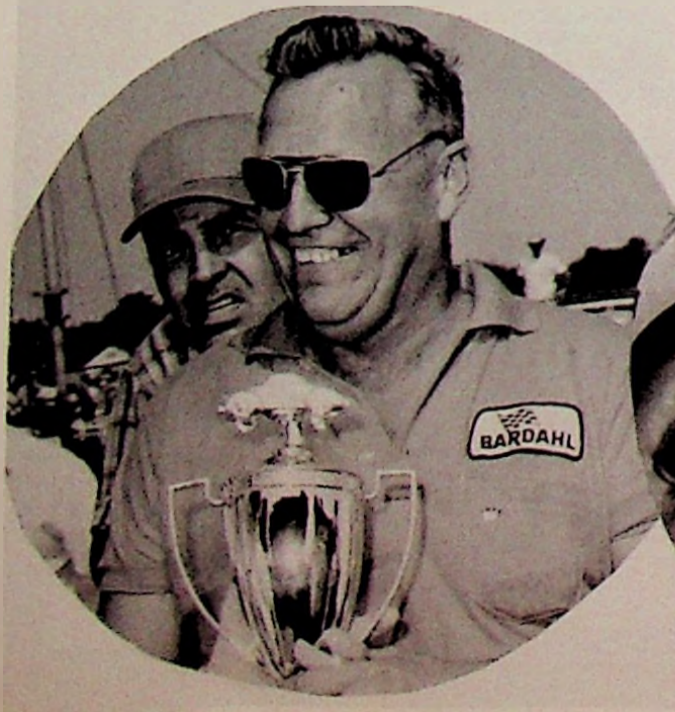
The winner of the Grand National award for the 1969 season, pictured at top left, is **BOBBY ISAAC** of Catawba, N. C. Bobby won one of the two 125-milers at Daytona to start the 1969 season and ended the campaign with a triumph in the Texas 500. He finished second in the Grand National point standings—but first in the heart of the race followers as the sportsman of the year.

**ABOVE:** Charles "Red" Farmer of Hueytown, Ala., was named as the most popular driver of the NASCAR late model sportsman division for 1969. Farmer finished second to Tiny Lund in the Talladega Permatex 300 at the new Alabama International Speedway.

**LOWER LEFT:** A veteran of many years competition in the modified ranks—Ray Hendrick of Richmond, Va. Ray is a construction superintendent by trade, but loves racing. He practically dominates at Martinsville, Va., having won eight of the featured events over this popular half mile track.

**MIDDLE BELOW:** Ray Elder, a 27-year-old farmer from California, finally moved out of that No. 2 slot in the point standings to win the Pacific Coast late model division crown in 1969 and was also named the most popular driver of that division.

**LOWER RIGHT:** A veteran of the Grand National Circuit, Dewayne "Tiny" Lund of Cross, S. C., who operates a fishing camp while not racing, won the NASCAR Grand Touring (Now Grand American Challenge) division crown in 1968 and in 1969 came back to be named the most popular driver of NASCAR's newest division.



## Dodge Receives Award Of Excellence

The Dodge Division of Chrysler Corporation was presented the Award of Excellence Monday, Jan. 12, by the National Association for Stock Car Auto Racing.

In presentation ceremonies before the National Motorsport Press Association convention at Darlington, S. C., NASCAR president William H. G. France cited Dodge for its pioneering advancements and achievements in the field of aerodynamic engineering relative to passenger car safety.

Accepting the award was Gale Porter, manager, High Performance Vehicles, at Chrysler Corp.

The Award of Excellence is presented annually by the race sanctioning body to a manufacturer for the outstanding contribution to motorsports and the motoring public.

Dodge has taken the lead in incorporating aerodynamics in the body design of American passenger cars.

The effect of headwinds and side winds on passenger automobiles has been minimized by these models, creating safer highway traveling for the average motorist.

Said France during the presentation, "When a motorist is traveling 70 miles an hour on a highway and he is facing a 30 mile an hour head wind, he is, in effect, traveling 100 miles per hour.

"This is a situation that can and has created many highway accidents. Dodge Division, through an extensive testing program, has taken the lead in the industry in building a car that minimizes this situation for the average driver and for our NASCAR drivers on the high speed ovals."

He continued, "Aerodynamics plays an important role in automobile production, safety and gasoline economy, and it will be more important in the future."

Dodge joins an elite list of recipients of the NASCAR industrial excellence award. Past winners include Union 76 Division of the Union Oil Company of California, Buick for cooling fins in brake drums, Chevrolet, the Columbia Broadcasting System, Pontiac, Ford (twice), the Goodyear Tire and Rubber Company for its development of the safety inner liner tire, Firestone Tire & Rubber Company for its development of the rubber fuel cell and the Grey-Rock division of Raybestos-Marhatten, Inc., for its safety record in the development of brake linings.

## Falstaff Brewing Posts \$25,000 For GN Champ

The NASCAR Grand National champion driver will receive a \$25,000 bonus in 1970.

The Falstaff Brewing Corporation of St. Louis, Mo., at a dinner in Riverside, Calif., announced a \$50,000 program for Grand National events on the 1970 calendar.

In addition to the \$25,000 the champion will receive, Falstaff will pay \$500 to the winners of all races of 400 miles and longer. Falstaff will also continue its program of presenting \$100 checks and plaques to the winners of the pole positions of major Grand National and Grand American Series events.

Announcement of the program was made by Joseph Griesedieck, president of Falstaff.

Falstaff first became acquainted with auto racing at Darlington, S.C., in 1961. Through the efforts of the late Bob Colvin Falstaff sponsored films and various promotional activities connected with the Southern 500 at Darlington International Raceway.

Falstaff now lends promotional assistance to many tracks, includ-

ing Charlotte Motor Speedway, North Carolina Motor Speedway at Rockingham; Riverside International Raceway; Atlanta International Raceway; Daytona International Speedway, Alabama International Motor Speedway, and many others.

In addition to prize monies Falstaff hosts pit crew parties prior to many events.

"We are positive that we are wisely moving into America's soon to be most widely attended professional sport," Griesedieck stated.

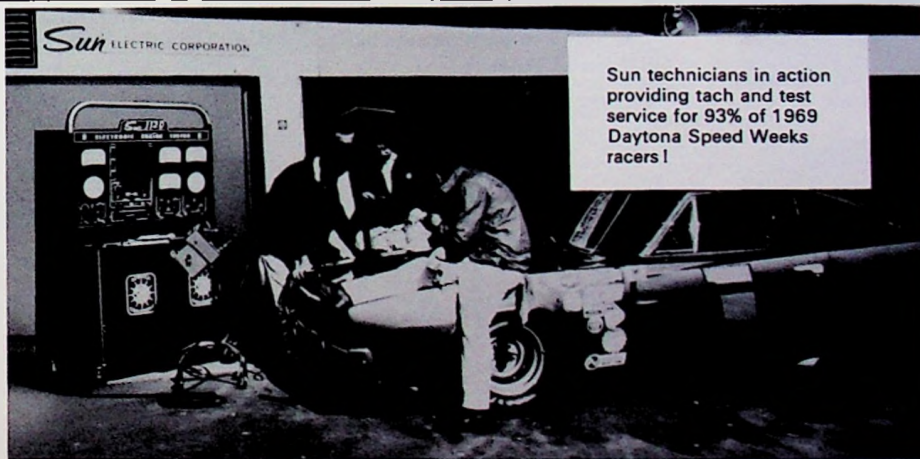
NASCAR Vice-President Lin Kuchler, acknowledging the prize money contribution, said: "I think I speak for all NASCAR competitors in expressing thanks to Falstaff for its support in past years and for the expanded prize money program in 1970.

"This should make the 1970 competition for the Grand National championship more interesting than ever. It will mean that the champion will receive in excess of \$50,000 point fund money for the first time."

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## Goodyear's 1969 G. N. RECORD—

### 54 Races — 54 Wins

DATE	LOCATION	DISTANCE	TRACK	WINNER
11/17	Macon, Ga.	250 miles	½ m P	Richard Petty
12/ 8	Montgomery, Ala.	100 miles	½ m P	Bobby Allison
2/ 1	Riverside, Calif.	500 miles	2.7 RC	Richard Petty
2/20	Daytona Beach, Fla.	125 miles	2½ m P	David Pearson
2/20	Daytona Beach, Fla.	125 miles	2½ m P	Bobby Isaac
2/23	Daytona Beach, Fla.	500 miles	2½ m P	LeeRoy Yarbrough
3/ 9	Rockingham, N. C.	500 miles	1 m P	David Pearson
3/16	Augusta, Ga.	100 miles	½ m P	David Pearson
3/23	Bristol, Tenn.	250 miles	½ m P	Bobby Allison
3/30	Atlanta, Ga.	500 miles	1½ m P	Cale Yarborough
4/ 3	Columbia, S. C.	100 miles	½ m D	Bobby Isaac
4/ 6	Hickory, N. C.	100 miles	4/10 m P	Bobby Isaac
4/ 8	Greenville, S. C.	100 miles	½ m D	Bobby Isaac
4/13	Richmond, Va.	250 miles	½ m P	David Pearson
4/20	N. Wilkesboro, N. C.	250 miles	5/8 m P	Bobby Allison
4/27	Martinsville, Va.	250 miles	½ m P	Richard Petty
5/ 4	Weaverville, N. C.	150 miles	½ m P	Bobby Isaac
5/10	Darlington, S. C.	400 miles	1¾ m P	LeeRoy Yarbrough
5/16	Beltsville, Md.	150 miles	½ m P	Bobby Isaac
5/17	Hampton, Va.	150 miles	4/10 m P	David Pearson
5/25	Charlotte, N. C.	600 miles	1½ m P	LeeRoy Yarbrough
6/ 1	Macon, Ga.	150 miles	½ m P	Bobby Isaac
6/ 5	Maryville, Tenn.	150 miles	½ m P	Bobby Isaac
6/15	Irish Hills, Mich.	500 miles	2 m P	Cale Yarborough
6/19	Kingsport, Tenn.	100 miles	½ m P	Richard Petty
6/21	Greenville, S. C.	100 miles	½ m D	Bobby Isaac
6/26	Raleigh, N. C.	100 miles	½ m D	David Pearson
7/ 4	Daytona Beach, Fla.	400 miles	2½ m P	LeeRoy Yarbrough
7/ 6	Dover, Dela.	300 miles	1 m P	Richard Petty
7/10	Thompson, Conn.	125 miles	½ m P	David Pearson
7/13	Trenton, N. J.	300 miles	1½ m P	David Pearson
7/15	Beltsville, Md.	150 miles	½ m P	Richard Petty
7/20	Bristol, Tenn.	250 miles	½ m P	David Pearson
7/24	Maryville, Tenn.	100 miles	½ m P	Richard Petty
7/26	Nashville, Tenn.	200 miles	½ m P	Richard Petty
8/10	Atlanta, Ga.	500 miles	1½ m P	LeeRoy Yarbrough
8/17	Irish Hills, Mich.	330 miles*	2 m P	David Pearson
8/21	South Boston, Va.	100 miles	¾ m P	Bobby Isaac
8/22	Winston-Salem, N. C.	62½ miles	¼ m P	Richard Petty
8/24	Weaverville, N. C.	250 miles	½ m P	Bobby Isaac
9/ 1	Darlington, S. C.	316 miles*	1¾ m P	LeeRoy Yarbrough
9/ 5	Hickory, N. C.	100 miles	4/10 m P	Bobby Isaac
9/ 7	Richmond, Va.	250 miles	½ m P	Bobby Allison
9/14	Talladega, Ala.	500 miles	2.66 m P	Richard Brickhouse
9/18	Columbia, S. C.	100 miles	½ m D	Bobby Isaac
9/28	Martinsville, Va.	250 miles	½ m P	Richard Petty
10/ 5	N. Wilkesboro, N. C.	250 miles	5/8 m P	David Pearson
10/12	Charlotte, N. C.	500 miles	1½ m P	Donnie Allison
10/17	Savannah, Ga.	100 miles	½ m P	Bobby Isaac
10/19	Augusta, Ga.	100 miles	½ m P	Bobby Isaac
10/26	Rockingham, N. C.	500 miles	1 m P	LeeRoy Yarbrough
11/ 2	Jefferson, Ga.	100 miles	½ m P	Bobby Isaac
11/ 9	Macon, Ga.	250 miles	½ m P	Bobby Allison
12/ 7	College Station, Tex.	500 miles	2m P	Bobby Isaac

\* Shortened by rain.

NASCAR Grand National Champion—David Pearson.

# GOODYEAR HAS BIGGEST YEAR IN RACING

After burning much midnight oil in the factory and spending countless hours monitoring thousands of miles of track tests, Goodyear's racing division has chalked up an achievement thought impossible—62 consecutive wins in NASCAR Grand National stock car racing.

That record includes a complete sweep of an entire Grand National schedule for a full year—54 wins in a row—the first such sweep in history by any accessory company.

Goodyear tied the first knot in its victory string Sept. 6, 1968, when David Pearson took the checkered flag in the 100 mile Grand National race at Hickory, N. C.

The go-go gang closed out the '68 GN season with seven more straight victories, and a very creditable 41 to 8 margin over the competition in the battle of the race tire manufacturers.

Chances of keeping the victory string intact appeared slim early in the '69 season. The first event on tap was the Motor Trend 500, around the nine twisting turns of the Riverside, Calif., road course. Of the 44 cars that lined up on the starting grid race morning, only 15 were on Goodyear Blue Streak Stock Car Special tires.

Richard Petty, the Randleman, N. C. rocket, won the Motor Trend 500 and started Goodyear on the road to its undefeated season in NASCAR Grand National racing.

Petty notched nine more wins



GOODYEAR'S GUIDING LIGHTS: Larry Truesdale, left, and Chuck Blanchard, right, are the guiding lights for the Goodyear Racing Division in Grand National competition.

during the season to run his 11-year Grand National career total to a record-shattering 101 victories.

David Pearson tossed 11 wins into Goodyear's winning streak and captured the Grand National driving title for the third time in his career. Pearson finished second in the money won column with earnings of \$183,700 for the '69 season.

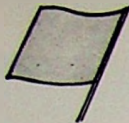
LeeRoy Yarbrough had a year to remember. The Columbia, S. C., native captured seven of 15 Grand National super-speedway races and collected \$188,605 in the process. That's some \$50,000 more than ever achieved by any previous winner in NASCAR history.

But it remained for Bobby

Isaac to become the winningest Grand National driver in 1969. Isaac, a native of Catawba, N. C., and a specialist on the NASCAR short tracks, drove into victory lane 16 times during the season in short track racing. Bobby brought the year to a perfect close by winning his 17th race, and the first super-speedway win of his career, in the inaugural Texas 500 at the new Texas International Speedway in College Station, Tex.

Bobby Allison added five victories to the Goodyear total and Cale Yarborough tossed in two more. Bobby's brother, Donnie Allison, and Richard Brickhouse added one each to run the total to 62 in a row, and a perfect 54 of 54 for the 1969 NASCAR Grand National season.

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



**GREEN**  
Start



**YELLOW**  
Slow, hold position



**BLACK**  
Pull into pit



**RED**  
Stop



**BLUE-YELLOW**  
Move over



**YELLOW-RED**  
Oil on track



**WHITE**  
Entering last lap



**CHECKERED**  
Finish

## KEEP A LAP RECORD OF THE RACE

Laps	1st	2nd	3rd	4th	5th	Average Speed	Laps	1st	2nd	3rd	4th	5th	Average Speed
10	_____	_____	_____	_____	_____	_____	300	_____	_____	_____	_____	_____	_____
20	_____	_____	_____	_____	_____	_____	310	_____	_____	_____	_____	_____	_____
30	_____	_____	_____	_____	_____	_____	320	_____	_____	_____	_____	_____	_____
40	_____	_____	_____	_____	_____	_____	330	_____	_____	_____	_____	_____	_____
50	_____	_____	_____	_____	_____	_____	340	_____	_____	_____	_____	_____	_____
60	_____	_____	_____	_____	_____	_____	350	_____	_____	_____	_____	_____	_____
70	_____	_____	_____	_____	_____	_____	360	_____	_____	_____	_____	_____	_____
80	_____	_____	_____	_____	_____	_____	370	_____	_____	_____	_____	_____	_____
90	_____	_____	_____	_____	_____	_____	380	_____	_____	_____	_____	_____	_____
100	_____	_____	_____	_____	_____	_____	390	_____	_____	_____	_____	_____	_____
110	_____	_____	_____	_____	_____	_____	400	_____	_____	_____	_____	_____	_____
120	_____	_____	_____	_____	_____	_____	410	_____	_____	_____	_____	_____	_____
130	_____	_____	_____	_____	_____	_____	420	_____	_____	_____	_____	_____	_____
140	_____	_____	_____	_____	_____	_____	430	_____	_____	_____	_____	_____	_____
150	_____	_____	_____	_____	_____	_____	440	_____	_____	_____	_____	_____	_____
160	_____	_____	_____	_____	_____	_____	450	_____	_____	_____	_____	_____	_____
170	_____	_____	_____	_____	_____	_____	460	_____	_____	_____	_____	_____	_____
180	_____	_____	_____	_____	_____	_____	470	_____	_____	_____	_____	_____	_____
190	_____	_____	_____	_____	_____	_____	480	_____	_____	_____	_____	_____	_____
200	_____	_____	_____	_____	_____	_____	490	_____	_____	_____	_____	_____	_____
210	_____	_____	_____	_____	_____	_____	500	_____	_____	_____	_____	_____	_____
220	_____	_____	_____	_____	_____	_____	Name of Winner _____						
230	_____	_____	_____	_____	_____	_____	Type Car _____		Date _____				
240	_____	_____	_____	_____	_____	_____	Name of Race _____				Distance _____		
250	_____	_____	_____	_____	_____	_____	No. Cars Start _____		No. Cars Finish _____				
260	_____	_____	_____	_____	_____	_____	Time of Race _____						
270	_____	_____	_____	_____	_____	_____	Average Speed _____						
280	_____	_____	_____	_____	_____	_____	Fastest Qualifier _____						
290	_____	_____	_____	_____	_____	_____	Average Speed _____						

# DAVID PEARSON — Three-Time NASCAR G. N. Champion

By JOE WHITLOCK  
(Stock Car Racing Publicity Director for Daytona Speedway)

It's not that David Pearson actually OWNS the NASCAR Grand National driving championship outright . . . it's just that the Spartanburg, S. C., competition veteran has combined consistency with a mountain of driving talent effectively enough to maintain a firm grip on the crown.

Pearson's approach obviously works. In 1969 he became the first driver in the history of the sport to win the prestigious national title three out of four years.



JOE WHITLOCK

"This past season marked the last time I'll run for the championship," Pearson said recently. "I made a statement a long time ago that I would like to win three national championships so I could give the three rings to my sons. All my boys have a ring now. I've decided not to run for the title anymore."

Pearson, a 36-year-old athlete, will concentrate on the super speedway events on the NASCAR schedule during the 1970 season, driving a Holman-Moody Ford for team manager Dick Hutcherson.

"It would be very hard for us to top our 1969 accomplishments," Pearson said, "so we're going to concentrate on the big events. I think it'll take a little pressure off the crew and I know I'll be more competitive on the big tracks, now that we won't be running for points. I want to win some more big races."

Pearson's 1969 accomplishments were indeed outstanding.

The dark-haired driver tied Lee Petty's record of three national championships and he became the first driver in the history of the sport to earn over \$200,000 in a single season. He won \$183,700 on the tracks (second to LeeRoy Yarbrough's all-time high of \$188,605) and added \$23,030 from the NASCAR Driver Point Fund for a whopping \$206,730 season, during the biggest year in NASCAR history. Pearson pushed his career total near the \$600,000 mark.

"Running for the points for two straight seasons can get pretty trying," Pearson said. "In 1968 Bobby Isaac and I were fighting it out most of the season, and last year it was Richard Petty, always close enough to make we worry."

Just to give you an idea of the headaches and work involved in running for the title, consider the developments during the 1969 point struggle:

After the first two races of the season, Pearson was buried in 14th place in the standings. He moved into fifth place behind Petty when Richard won the Motor Trend 500 at Riverside in January and he finished sixth in the Daytona 500 to move up to third place.

Pearson's victory in the Carolina 500 at Rockingham, N. C., pushed him even closer to Petty a few weeks later and his second-place finish in the Atlanta 500 (Petty finished ninth) left him four points out of the lead.

Petty fought off the Ford driver until Pearson gamely won the Richmond (Va.) 250, April 13th. Petty finished



DAVID PEARSON — 1969 NASCAR GN CHAMPION

second in the 250-miler and the pair were deadlocked with 1,115 points apiece.

A third-place finish in the Gwyn Staley Memorial at North Wilkesboro, N. C., April 20th, after Petty dropped out of the action with engine failure late in the race, gave Pearson the lead for the first time during the season.

The fight continued to see-saw throughout the summer but Pearson managed to move ahead slowly. He finished the season with 51 starts, one more than Petty. Pearson won 11 events, finished in the top five 42 times and in the top ten on 44 occasions. Petty wound up with ten wins, finishing in the top five 31 times and in the top ten 38 times. The final count was 4,170 points for Pearson and 3,813 for Petty.

David Pearson is the epitome of a national champion.

His ability to negotiate the dirt tracks of the Carolinas in a Sportsman racer was almost legendary and he ended his illustrious Sportsman career in 1959, a year that saw him win 30 of the 42 races he entered and walk away with the South Carolina championship.

Pearson entered Grand National competition in 1960 and promptly won the Rookie of the Year honors for his efforts. The following season was a "hot" one. He won events at Daytona, Atlanta and Charlotte. He scored the first "Grand Slam" in the history of the sport when he won the Rebel 400 at Darlington. Who else but Pearson would have been the first to take victories at all of the South's major speedways?

"I don't guess I take the time to look back very often," the popular competitor said recently, "but when I do it gives me a warm feeling. There were a lot more good times than there were bad . . . and a lot more good luck than bad, I guess.

"Oh, there has been a lot of work, too," Pearson said through a grin, "but it's been worth it. I've got no complaints. I'm looking forward to a new season. Racing has been good for me."

There are no complaints. David Pearson, the champ, has been good for racing."

# GRAND NATIONAL POINT LEADERS FOR 1969

1. David Pearson, Spartanburg, S. C.	4,170
2. Richard Petty, Randleman, N. C.	3,813
3. James Hylton, Inman, S. C.	3,750
4. Neil Castles, Charlotte, N. C.	3,530
5. Elmo Langley, Charlotte, N. C.	3,383
6. Bobby Isaac, Catawba, N. C.	3,301
7. John Sears, Ellerbe, N. C.	3,166
8. Jabe Thomas, Christiansburg, Va.	3,103
9. Wendell Scott, Danville, Va.	3,015
10. Cecil Gordon, Horse Shoe, N. C.	3,002
11. E. J. Trivette, Atlanta, Ga.	2,988
12. Bill Champion, Norfolk, Va.	2,813
13. Bill Seifert, Skyland, N. C.	2,765
14. J. D. McDuffie, Sanford, N. C.	2,741
15. Ben Arnold, Fairfield, Ala.	2,736
16. LeeRoy Yarbrough, Columbia, S. C.	2,712
17. Henley Gray, Rome, Ga.	2,517
18. Earl Brooks, Lynchburg, Va.	2,454
19. Dave Marcis, West Salem, Wisc.	2,348
20. Bobby Allison, Hueytown, Ala.	2,055
21. Dick Brooks, Portersville, Calif.	1,780
22. Buddy Baker, Charlotte, N. C.	1,769
23. Cale Yarborough, Timmons ville, S. C.	1,715
24. Donnie Allison, Hueytown, Ala.	1,662
25. Richard Brickhouse, Rocky Point, N. C.	1,660
26. G. C. Spencer, Jonesboro, Tenn.	1,562
27. Ed Negre, Lakeview, S. C.	1,465
28. Friday Hassler, Chattanooga, Tenn.	1,421
29. Frank Warren, Augusta, Ga.	1,299
30. Hoss Ellington, Wilmington, N. C.	1,210
31. Roy Tyner, Lakeview, S. C.	1,191
32. Ed Hessert, New Jersey	1,113
33. Buddy Arrington, Martinsville, Va.	1,099
34. Dick Johnson, Arden, N. C.	1,055
35. Buddy Young, Charlotte, N. C.	981
36. Dub Simpson, Charlotte, N. C.	959
37. Charlio Glotzbach, Georgetown, Ind.	944
38. Roy Mayne, Shaw AFB, S. C.	924
39. Wayne Smith, Advance, N. C.	922
40. Paul Goldsmith, Munster, Ind.	892
41. Don Tarr, N. Miami Beach, Fla.	855
42. Ken Meisenhelder, Charlotte, N. C.	627
43. Pete Hazelwood, Cartersville, Ga.	598
44. Sonny Hutchins, Richmond, Va.	535
45. Wayne Gillette, Atlanta, Ga.	509
46. Paul Dean, Sweetwater, Tenn.	485
47. John Halford, Spartanburg, S. C.	465
48. Ray Elder, Caruthers, Calif.	433
49. John Kennedy, Villa Park, Ill.	417
50. Dick Poling, Sumter, S. C.	408
51. Bobby Mausgrover, Spartanburg, S. C.	403
52. CoCo Marlin, Columbia, Tenn.	375
53. H. B. Bailey, Houston, Texas	372
54. Bobby Johns, Miami, Fla.	360
55. Walson Gardner, Laurinburg, N. C.	285
56. Benny Parsons, Detroit, Mich.	183
57. Bob Ashbrook, Akron, Ohio	147
58. Ray Hallquist, Trumbull, Conn.	147
59. James Cox, Radford, Va.	138
60. Larry Baumel, Sparta, Wisc.	138
61. Bill Shirey, Dearborn, Mich.	137
62. Bill Dennis, Glen Allen, Va.	133
63. Scott Cain, Fresno, Calif.	129

## Past Grand National Champs

Year	Champion	Points
1949	Red Byron, Atlanta, Ga.	842.5
1950	Bill Rexford, Conewango Valley, N. Y.	1,959
1951	Herb Thomas, Sanford, N. C.	4,208.45
1952	Tim Flock, Atlanta, Ga.	6,585.5
1953	Herb Thomas, Sanford, N. C.	8,460
1954	Lee Petty, Randleman, N. C.	8,649
1955	Tim Flock, Atlanta, Ga.	9,596
1956	Buck Baker, Charlotte, N. C.	9,272
1957	Buck Baker, Charlotte, N. C.	10,716
1958	Lee Petty, Randleman, N. C.	12,232
1959	Lee Petty, Randleman, N. C.	11,792
1960	Rex White, Spartanburg, S. C.	21,164
1961	Ned Jarrett, Conover, N. C.	27,272
1962	Joe Weatherly, Norfolk, Va.	30,836
1963	Joe Weatherly, Norfolk, Va.	33,398
1964	Richard Petty, Randleman, N. C.	40,252
1965	Ned Jarrett, Camden, S. C.	38,824
1966	David Pearson, Spartanburg, S. C.	35,638
1967	Richard Petty, Randleman, N. C.	42,472
1968	David Pearson, Spartanburg, S. C.	3,499

64. Ervin Pruitt, Inman, S. C.	128
65. Homer Newland, Dearborn, Mich.	117
66. Danny Turner, Atlanta, Ga.	112
67. Ronald Grana, Farmington, Mich.	102
68. Don Tomberlin, Warner Robins, Ga.	99
69. Ramo Stott, Keokuk, Iowa	96
70. Sam McQuagg, Columbus, Ga.	90
71. Dave Alonzo, Mt. View, Calif.	87
72. J. C. Spradley, Gloverville, S. C.	87
73. Dub Nelson, Laurens, S. C.	84
74. Bill Massuch, Lansing, Mich.	78
75. Ray Hendrick, Richmond, Va.	76
76. George Ashbrook	76
77. Worth McMillion, Amelia, Va.	74
78. Mack Sellers, Spartanburg, S. C.	73
79. J. C. Yarborough, Timmons ville, N. C.	61
80. Bob Wawak, Villa Park, Ill.	60
81. Larry Hess, Salisbury, N. C.	57
82. Paul Connors, W. Palm Beach, Fla.	54
83. Jim Lineberger, Hickory, N. C.	51
84. Lennie Pond, Prince George, Va.	51
85. James Sears, Rockingham, N. C.	51
86. Billy Taylor, Yanceville, N. C.	46
87. Clyde Lynn, Christiansburg, Va.	45
88. Don Biederman, Port Credit, Ont.	43
89. Gerald Chamberlain, Everett, Pa.	39
90. Tommy Gale, McKeesport, Pa.	39
91. Dick Watson, Clinton, Conn.	34
92. Red Farmer, Hueytown, Ala.	31
93. Sherrill Pruitt, Spartanburg, S. C.	29
94. Jack Ethridge, Jacksonville, Fla.	27
95. Buster Sexton, Fairforest, N. C.	27
96. John Kenny, Poquoson, Va.	24
97. Jim Vandiver, Charlotte, N. C.	24
98. Bob Cooper, Gastonia, N. C.	21

# David Pearson Top Money Winner For Season

Who was the top Grand National money winner in 1969? LeeRoy Yarbrough, you say? I'm sorry, but it was David Pearson.

Yarbrough did win the most money ever garnered in the race track purses, and that record will hold until someone else can match his unbelievable year.

But add to the drivers' earnings the respective portions of the record NASCAR Grand National point fund, and you've got a brand new race, so to speak.

The Grand National fund for owners and drivers was \$172,726—making it one of the biggest races of the year. Drivers receive two-thirds of the fund and owners one-third.

The money is portioned out on a percentage basis for the drivers' standings in the multiple.

We knew you were going to ask. The multiple system is the formula by which the points a driver earns are multiplied by the number of races he enters before the deadline



DAVID PEARSON

and therein attempts to qualify. The total determines the driver's standing in the money breakdown.

Competition is very close in the top 20 of the Grand National division and usually the multiple standing is the same as the point standing. However, in 1969 there was one dramatic change.

James Hylton, who finished third in the point standings to Pearson and Richard Petty, came out second in the multiple. The change was worth about \$1,150 extra for the independent driver.

You may remember last spring when Petty went into the wall in the Fireball 300 at Asheville-Weaverville he was sidelined with cracked ribs for the next two races. There's the difference.

Back to who's got the dough, Pearson won \$183,700 on the tracks. First place in the point breakdown is worth a record \$23,030, bringing Pearson's 1969 total to \$206,730.

Yarbrough, who won seven major Grand National races and a few kitchen sinks, came off the season with a record \$188,605 in track winnings.

However, LeeRoy didn't compete for the Grand National Championship and ended up 16th in the point rundown and 19th in the multiple. To his total was added \$2,303, giving the Columbia, S. C., driver a grand total of \$190,908.

The point money will be presented to all drivers at the NASCAR Victory Dinner in February at Daytona Beach, Fla.

Hylton, who for four years battled the corporate racers gamely and well, came out with a bundle. The Inman, S. C., driver won \$55,992 on the tracks in 1969—his best year. Second place in the point multiple was worth \$11,515. As owner of his own car, he took third spot in owner points, worth \$6,909.

This brings his total in NASCAR winnings to \$74,416.

## Final 1969 G. N. Standings

Driver	Points	Starts	Wins	Top		Money Won
				5	10	
1 David Pearson	4,170	51	11	42	44	\$183,700
2 Richard Petty	3,813	50	10	31	38	109,180
3 James Hylton	3,750	52	0	27	39	55,992
4 Neil Castles	3,530	52	0	14	30	42,422
5 Elmo Langley	3,383	52	0	13	28	33,002
6 Bobby Isaac	3,301	50	17	29	33	79,760
7 John Sears	3,166	52	0	17	27	34,827
8 Jabe Thomas	3,103	51	0	0	12	31,732
9 Wendell Scott	3,015	51	0	0	11	26,937
10 Cecil Gordon	3,002	51	0	1	8	27,847
11 E. J. Trivette	2,988	48	0	0	15	27,217
12 Bill Champion	2,813	48	0	1	10	25,552
13 Bill Seifert	2,765	50	0	0	15	27,407
14 J. D. McDuffie	2,741	50	0	0	12	26,807
15 Ben Arnold	2,736	47	0	0	8	25,427
16 LeeRoy Yarbrough	2,712	30	7	16	21	188,605
17 Henley Gray	2,517	48	0	0	5	24,532
18 Earl Brooks	2,454	49	0	1	6	25,187
19 Dave Marcis	2,348	36	0	3	11	27,637
20 Bobby Allison	2,055	27	5	13	15	66,775
21 Dick Brooks	1,780	28	0	3	12	27,532
22 Buddy Baker	1,769	18	0	9	11	63,510
23 Cale Yarborough	1,715	19	2	7	8	74,240
24 Donnie Allison	1,662	16	1	10	11	77,255
25 Richard Brickhouse	1,660	24	1	2	9	45,312
26 C. C. Spencer	1,562	26	0	4	8	21,660
27 Ed Negre	1,465	30	0	0	4	15,160
28 Friday Hassler	1,421	18	0	0	7	17,890
29 Frank Warren	1,299	24	0	0	1	15,677
30 Hoss Ellington	1,210	15	0	0	4	16,552
31 Roy Tyner	1,191	20	0	0	1	12,302
32 Ed Hessert	1,113	16	0	0	4	12,537
33 Buddy Arrington	1,099	16	0	5	6	12,525
34 Dick Johnson	1,055	22	0	0	4	11,182
35 Charlie Glotzbach	944	12	0	5	6	36,090

Hylton pulled in another \$40,000 in Firestone money as an owner and driver, thus bringing his income into the six figure bracket—\$114,416 to be exact.

In the charts below are listed driver and owner winnings from the point funds plus the Firestone contingency money and total earnings for 1969, by far a very successful season.

## Overall Winnings In Grand National

Driver	Points	Multiples	Multiple Points	NASCAR Race Earnings	NASCAR Driver Point Fund	NASCAR Owner Point Fund	Firestone Driver Fund	Firestone Owner Fund	TOTAL EARNINGS
1. David Pearson	4170	51	212670	\$183,700	\$23,030	.....	.....	.....	\$206,730
2. Richard Petty	3813	50	190650	109,180	10,363	.....	.....	.....	119,543
3. James Hylton	3759	52	195000	55,992	11,515	\$6,909	\$20,000	\$20,000	114,416
4. Neil Castles	3530	52	183560	38,822	9,212	6,333	.....	.....	54,367
5. Elmo Langley	3383	52	175916	33,002	8,060	4,030	14,000	14,000	73,092
6. Bobby Isaac	3301	48	158448	80,560	5,757	.....	.....	.....	86,317
7. John Sears	3166	51	161466	34,827	6,909	.....	.....	.....	41,736
8. Jabe Thomas	3103	49	152047	31,732	3,454	.....	7,500	.....	42,686
9. Wendell Scott	3015	51	153765	27,542	4,606	2,303	6,500	6,500	47,451
10. Cecil Gordon	3002	51	153102	27,847	3,454	.....	5,500	.....	36,801
11. E. J. Trivette	2988	49	146412	27,442	3,454	.....	5,000	.....	35,896
12. Bill Champion	2813	50	140650	25,702	3,454	.....	4,500	.....	33,656
13. Bill Seifert	2765	50	138250	27,407	3,454	2,878	4,000	9,500	47,239
14. J. D. McDuffie	2741	51	139791	27,407	3,454	.....	.....	.....	30,861
15. Ben Arnold	2736	47	128592	26,802	3,454	.....	3,000	.....	33,256
16. LeeRoy Yarbrough	2712	27	73224	188,605	2,303	.....	.....	.....	190,908
17. Henley Gray	2517	49	123333	24,532	2,303	.....	2,500	.....	29,335
18. Earl Brooks	2454	51	125154	25,187	2,303	.....	2,500	2,500	32,490
19. Dave Marcis	2348	37	86876	27,777	2,303	.....	.....	.....	30,080
20. Bobby Allison	2055	25	51375	66,775	2,303	.....	.....	.....	69,078

# IT WAS LEE ROY YARBROUGH'S YEAR — 1969

By JOE WHITLOCK

What makes him tick? The conqueror of 1969. What goes on inside the dark-haired head? How'd he do it? What makes LeeRoy Yarbrough different?

The year of 1969 in automobile racing was truly the year of LeeRoy Yarbrough. His accomplishments during the season almost bordered the unreal. The rewards and honors he didn't receive aren't worth mentioning.

Look:

He was the first stock car-driving recipient of the Martini and Rossi Award, an annual honor bestowed upon this nation's most outstanding performer in auto racing. He was named Ford Motor Company's Man of the Year. He received the first "most valuable player" honor ever awarded in the sport when the National Motorsport Press Association (NMPA) selected him as the first driver to receive its Outstanding Driver of the Year award. He was honored by the Governor and Mayor at a special banquet in his hometown of Columbia, S. C. Accolades came by the thousands.

Yarbrough won seven major events and \$190,908 in prize money during 1969, establishing a pair of stock car racing milestones that aren't likely to be surpassed for some time.

Stock car drivers have tried for years to put the pieces together and score a "grand slam" by winning on all of the South's major speedways. Yarbrough did it in one season.

How did it all happen?

To understand what happened to LeeRoy Yarbrough during the '69 season is to understand LeeRoy Yarbrough . . . and that's something that a lot of people, even close associates, have failed to attempt to do.

The 32-year-old competitor is a composite perfect professional athlete. He's very Vince Lombardish. Methodical. Confident. Prepared. Determined. And, most of all, LeeRoy Yarbrough has an ever-growing faith in himself and what he's doing.

He applies himself so totally to his chosen profession that it's almost hypnotic. Perfection is a minimum requirement. He goes about his business so stoically that he's often been referred to as a loner . . . a stand-offish maverick.

Driving a race car in competition isn't a game with Yarbrough. It's a way of life. He had to learn to live with the frustrations of defeat before he tasted victory. He had to be a gracious loser before he could become a triumphant winner, always pursuing his purpose with an ultimate effort. No one is or ever has been more critical of LeeRoy Yarbrough than LeeRoy Yarbrough.

Many writers, fans and associates in stock car racing watched the career of LeeRoy unfold. There were 37 sportsman victories in a single season in the early 60s. There were victories in the 1962, '63 and '69 Daytona Permatex. His efforts at Indianapolis didn't go unnoticed. There have been tales and stories and rumors about the "cocky kid from Jacksonville who pushed his way into stock car racing." The truth that Yarbrough is about as



RADIO AND UNIVERSAL NETWORK ANNOUNCER Bob Montgomery of Greensboro, N. C. gives LeeRoy a lesson in the art of driving.

cocky as Capt. Kangaroo and the Easter Bunny would have made the stories too dull.

The frankness of his comments and the faith he has in his ability and approach to racing created an attitude that he never possessed. There have been times when he spoke the truth rather than say what his audience wanted to hear. And, perhaps, it was his stark honesty when circumstance called for a "little lie" that created cloudy impressions.

That's LeeRoy Yarbrough. His drive is simple. He lives to excell. One of his fellow competitors once said that the only thing different about LeeRoy Yarbrough was that he "knew no fear."

It's more appropriate to say that LeeRoy Yarbrough's intimate knowledge of fear has often given him an advantage and been a major factor in his growing success.

Yarbrough's goals have always been twofold. He has always sought to excell in competition because he knew he was capable, and he has always sought to provide security and comfort for his family. His determined efforts paid off in 1969.

LeeRoy stood with his arm around his lovely wife Gloria in victory lane following the 1969 Daytona 500. Warm trickles of tears laced down their smiling faces. They were tears of joy to be sure, but they were also tears of relief . . . relief in the fact that the burning faith that they had learned to live with was being rewarded.

Daytona was only the beginning for a fantastic season. He returned to the Daytona victory scene after the July Fourth 400-miler. He won both the Southern 500 and Rebel 400 in Darlington. He was victorious in the World 600. He won a 500-miler at Atlanta and scored the seventh big win of his whirlwind season in the final 500 at Rockingham, N. C.

It was a season that culminated when Yarbrough accepted the NMPA award by crediting what he called "the finest bunch of guys in the world and the hardest working crew in racing" for "giving me the best year of my life."

Speaking almost in a whisper, LeeRoy Yarbrough wound up his acceptance of the award by calling 1969, "a dream come true."

What else are dreams made of?

# GRAND NATIONAL CIRCUIT DRIVERS

(2) BELOW: DAVID PEARSON, Spartanburg, S. C.  
 Birthdate: Dec. 22, 1934; Weight 185; Height 5' 11".  
 Married (wife's name Helen); Three children—Larry, Rick, Eddie.  
 One of the greats of the circuit. Pearson won the Grand National crown in 1968 and appears headed again. Second year for winning better than \$100,000 in circuit. Started in Grand National circuit in 1960 and thru 1968 had won 46 Grand National races.



(1) ROY ELWOOD MAYNE, Sumter AFB, S. C.  
 Birthdate: May 16, 1935; Weight 170; Height 5' 11".  
 Divorced—Three children—Veronica, Virginia, Valerie.  
 Mayne is a T/Sgt. in Air Force, has been racing in Grand National events since 1963.



(5) BELOW: JOHN HAMILTON (BIG JOHN) SEARS, Ellerbe, N. C.  
 Birthdate: May 9, 1935; Weight 270; Height 6' 2".  
 Married (wife's name Barbara); Two children.  
 Big John finished fifth in Grand Nationals for 1967 and 1968 and is running again for 1969. Has been running Grand Nationals since 1964.



(3) ABOVE: RICHARD LEE PETTY, Randleman, N. C.  
 Birthdate: July 2, 1937; Weight 195; Height 6' 2".  
 Married (wife's name Lynda); Three children—Kyle, Sharon, Lisa.  
 Racing comes naturally to Richard, son of three time Grand National winner Lee Petty. Petty is the all-time leading winner of the Grand National circuit with 91 triumphs thru 1968.



(4) ABOVE: WENDELL OLIVER SCOTT, Danville, Va.  
 Birthdate: August 29, 1921; Weight 165; Height 5' 11".  
 Married (wife's name Mary); Six children—Willie Ann, Wendell, Jr., Frankie, Deborah, Kay, Sybil.  
 Wendell finished 9th in Grand National for 1968. Has been running in Grand National since 1961 and previously in modified-sportsman events.



(8) BELOW: WAYNE SMITH, Advance, N. C.  
 Birthdate: April 12, 1939; Weight 165; Height 6'.  
 Married (wife's name Elaine); Two children.  
 Started racing in Grand National circuit in 1965 and ran in 94 events through 1968. Has been regular during the 1969 season.



(6) ABOVE: WILLIAM JOHN SEIFERT, Skyland, N. C.  
 Birthdate: July 2, 1939; Weight 166; Height 5' 10".  
 Married (wife's name Betty); Two children—Tracy Wynn, Kelly.  
 First Grand National race at Moyock, N. C. in 1965. Has been competing ever since.



(7) ABOVE—DUB SIMPSON, CHARLOTTE, N. C.





**(1) ABOVE: ROBERT ARTHUR (BOBBY) ALLISON, Hueytown, Ala.**  
 Birthdate: Dec. 3, 1937; Weight 160; Height 5' 11".  
 Married (wife's name Judy); Four children—Davey, Bonnie, Clifford, Carie.  
 One of Alabama's greatest contributions to racing. Former NASCAR modified champion, 1962-65. Started racing in Miami area. Ran first Grand National at Daytona in 1961.

**(2) BELOW: DONNIE ALLISON, Hueytown, Ala.**  
 Birthdate: Sept. 7, 1939; Weight 175; Height 5' 9".  
 Married (wife's name Pat); Four children—Pam, Kenny, Ronald, Donald.  
 Was NASCAR Rookie of Year for 1967 in Grand National after several successful seasons in modifieds. Won Carolina 500 at Rockingham in 1968.



**(3) ABOVE—BEN ROBERT ARNOLD, FAIRFIELD, ALA.**  
 Birthdate: July 30, 1936; Weight 180; Height 5 ft. 9".  
 Single.  
 Started racing in 1956 in Birmingham. Played two years of football at Minor High in Birmingham. Hobbies—hunting and fishing. Three years with United States Marine Corps.

**(5) BELOW: BURL BAILEY, Houston, Texas.**  
 Birthdate: Nov. 15, 1936; Weight 179; Height 5' 8".  
 Married (wife's name Janice); Four children.  
 Has been competing in NASCAR Grand National circuit since 1962. Owns and operates auto parts business in Houston and racing is his hobby.



**(4) ABOVE—ROGERS (BUDDY) ARRINGTON, MARTINSVILLE, VA.**

Birthdate: July 26, 1938; Weight 195; Height 6 ft. 2".  
 Married (wife's name Jeanette)—One child.  
 Operates service station in Martinsville, Va. Has been racing in Grand National Circuit since 1964. Finished fifth in 1965 Southern 500 at Darlington. Injured in July 4th race at Daytona in 1969, but hopes to get back into action at Talladega.



**(6) ABOVE: ELZIE WYLIE (BUDDY) BAKER, R., Charlotte, N. C.**  
 Birthdate: Jan. 25, 1941; Weight 225; Height 6' 5".  
 Married (wife's name Coleen); Two children—Bryan and Brandon.  
 Son of veteran Buck Baker, Buddy has been racing since 1959 in Grand National Circuit. Won 1967 National 500 at Charlotte for first major victory and won World 600 at Charlotte in 1968.

**(8) BELOW—RICHARD HAROLD BROOKS, SPARTANBURG, S. C.**  
 Birthdate: April 14, 1942; Weight 175; Height 5 ft. 10".  
 Married (wife's name Rita)—One daughter, Stacy.  
 Started racing at Bakersfield, Calif. in 1964. Won hobby championship in 1968. Started Grand National racing in "Daytona 500" in 1969. Had never seen a Grand National prior to that. Played two years football at Porterville High in Calif.



**(7) ABOVE: RICHARD FLEMING BRICKHOUSE, Rocky Point, N. C.**  
 Birthdate: Oct. 27, 1939; Weight 210; Height 6'.  
 Married (wife's name Mary Lynn); One child—Richard.  
 Rated one of top rookies of 1968. Finished fourth in Carolina 500 at Rockingham in first try. Placed 10th in Charlotte National 500. Started racing in 1958.  
 Won the 1969 First Annual "Talladega 500" at new Alabama International Motor Speedway.



## GRAND NATIONAL DRIVERS



(1) ABOVE—CÉCIL OWEN GORDON, ARDEN, N. C.  
 Birthdate: June 20, 1941; Weight 180;  
 Height 5 ft. 8.  
 Married (wife's name Janet)—Two children—Charlene and Douglas.  
 Started racing in 1960 at Asheville, N. C. Played four years of basketball and baseball for Mills River High at Horse Shoe, N. C. Was 1967 sportsman champion at Macon, Ga. and Augusta, Ga. runner up at Jefco Speedway at Jefferson, Ga.



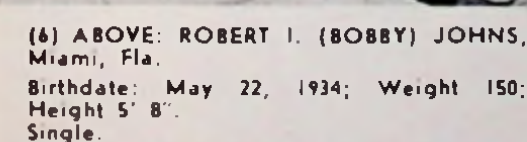
(2) ABOVE CLARENCE HENLEY GRAY, Rome, Ga.  
 Birthdate: Jan. 3, 1933; Weight 175;  
 Height 5' 11"  
 Married (wife's name Jean); Three children.  
 Henley finished 17th in the Grand National parade in 1967 and 20th in 1968. Started racing in 1954 and first Grand National in 1964.



(3) ABOVE—DR. EDMUND C. (ED) HESSERT, TRENTON, N. J.  
 Birthdate: June 25, 1932; Weight 192;  
 Height 6 ft. 2.  
 Married (wife's name Marcia)—Three children—Adria, Alicia and Leslie.  
 Started racing in Atlanta in 1950; First NASCAR race in Grand Touring Division at Daytona in 1969. Switched to Grand Nationals. Played three years of basketball and football in High School, and three years of each in college at Ursinus College in Pennsylvania.



(5) ABOVE: ROBERT VANCE (BOBBY) ISAAC, Catawba, N. C.  
 Birthdate: August 1, 1934; Weight 168;  
 Height 5' 10".  
 Married (wife's name Patsy); One child—Randy.  
 Bobby Isaac, driving a K. and K. Insurance Company Dodge, has been a real threat for the past two seasons. He finished second to David Pearson in a close campaign for 1968 and has been one of the two top race winners for 1969.



(6) ABOVE: ROBERT I. (BOBBY) JOHNS, Miami, Fla.  
 Birthdate: May 22, 1934; Weight 150;  
 Height 5' 8".  
 Single.  
 Started racing in 1951 after studying business administration at University of Miami. Has been competitor in Grand National circuit since 1956. Won Atlanta 500 in 1960 for top victory.



(4) BELOW: JAMES HARVEY HYLTON, Inman, S. C.  
 Birthdate: August 26, 1935; Weight 160;  
 Height 5' 9".  
 Married (wife's name Evelyn); One child—James, Jr.  
 Hylton, a former mechanic for several top drivers, was runner up in the Grand National drivers' race in 1966 and 1967. Was Grand National Rookie of the Year for 1966.



(7) BELOW: ELMO H. LANGLEY, Charlotte, N. C.  
 Birthdate: August 22, 1929; Weight 190;  
 Height 5' 9".  
 Married (wife's name Nancy); Three children—Raymond, Billy, Steven.  
 Formerly from Maryland, Elmo has been competing in Grand National events since 1955. He won two races in 1966. Not superstitious—his car is painted green.



(8) LEFT: DAVID A. MARCIS, West Salem, Wis.  
 Birthdate: March 1, 1941; Weight 160;  
 Height 5' 10".  
 Married (wife's name Helen).  
 Started racing with jalopies in 1958. Has been running in Grand Nationals for 1968 and 1969 when possible. Operates own garage at West Salem.



(5) ABOVE: ROBERT VANCE (BOBBY) ISAAC, Catawba, N. C.  
 Birthdate: August 1, 1934; Weight 168;  
 Height 5' 10".  
 Married (wife's name Patsy); One child—Randy.  
 Bobby Isaac, driving a K. and K. Insurance Company Dodge, has been a real threat for the past two seasons. He finished second to David Pearson in a close campaign for 1968 and has been one of the two top race winners for 1969.



# GRAND NATIONAL DRIVERS

(2) BELOW: NEIL (SOAPY) CASTLES, Charlotte, N. C.

Birthdate: Jan. 10, 1934; Weight 180; Height 6' 1".

Married (wife's name Joan); Two children—Sue, Donna.

"Soapy" is one of the real vets of the Grand National Circuit. Started in 1957 and has raced every year since. Still looking for his first Grand National triumph.



(1) ABOVE: EARL LEE BROOKS, Lynchburg, Va.

Birthdate: Aug. 11, 1929; Weight 200; Height 5' 11".

Married (wife's name Dorothy); Five children.

Brooks has been driving in NASCAR events since 1950, starting in sportsman and modified divisions. Owns and operates general repair garage in Lynchburg. Served two years with U. S. Army.



(3) ABOVE: BILL CHAMPION, Norfolk, Va.

Birthdate: Oct. 16, 1921; Weight 180; Height 6'.

Married (wife's name Elizabeth); Two children—Jean, Leanne.

Bill started racing in motorcycle division 22 years ago. Has been an outstanding competitor in modified division for many years. Switched to Grand Nationals and running mostly late models now.

(5) BELOW: PAUL DEAN, Sweetwater, Tenn.

Birthdate: March 30, 1935; Weight 155; Height 6'.

Married (wife's name Beryha); Two children.

Started in Grand National Circuit in 1967, competing in 22 races. Ran in 40 events last year.



(8) BELOW: PAUL GOLDSMITH, Munster, Ind.

Birthdate: Oct. 2, 1927; Weight 160; Height 6'.

Married (wife's name Helen); Two children—Linda, Gregg.

Goldsmith is well rounded driver, competing in all types of racing. Former AMA motorcycle champion and won last 200-mile race at Daytona Beach over beach-road course in Grand National of 1958.



(4) ABOVE—PAUL CONNORS—WEST PALM BEACH, FLA.



(6) ABOVE—CHARLES EVERETT (HOSS) ELLINGTON, WILMINGTON, N. C.

Birthdate: May 12, 1935; Weight 196; Height 5 ft. 11.

Married (wife's name Betty). Started racing at Carolina Beach Speedway. Competed in only two Grand Nationals for 1968. One of top rookies of 1969.



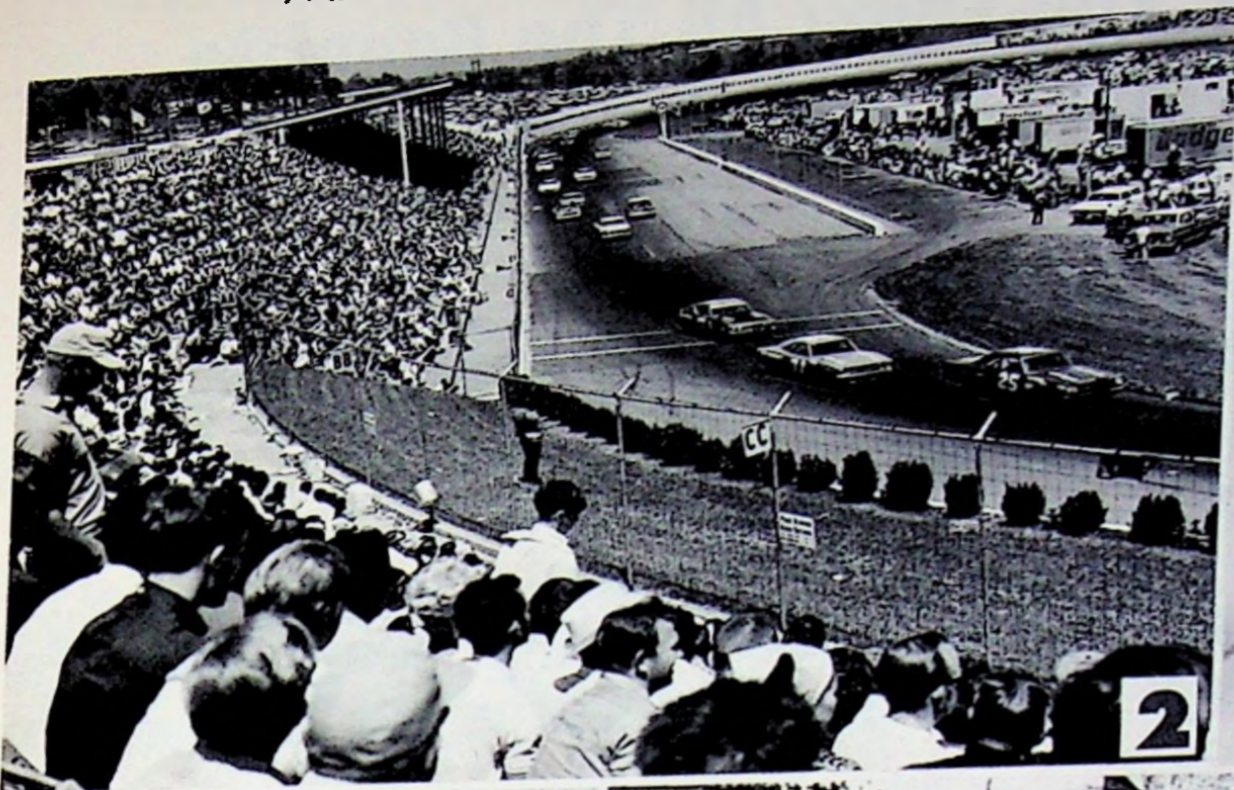
(7) ABOVE: CHARLIE GLOTZBACH, Edwardsville, Ind.

Birthdate: June 19, 1938; Weight 190; Height 5' 11".

Married (wife's name Doris); Four children—Connie, Joy, Lana, Terry. Raced in Grand National twice in 1960, four times in 1961; then skipped to 1967. Won National 500 at Charlotte in 1968 for major victory.



# MARTINSVILLE ACTION



2



1



3



4

(1) Defending Virginia 500 champion Richard Petty of Randleman, N. C., Martinsville Speedway's all-time Grand National winner with eight victories, including triumphs in five of the last six races.

(2) Packed house watches as cars roar through first turn.

(3) Typical Martinsville action as Richard Petty (43), Buddy Arrington (67), David Pearson (17) and Bobby Allison (22) form "freight train" coming out of the fourth turn.

(4) Racing gets tight and tough in Martinsville's turns.

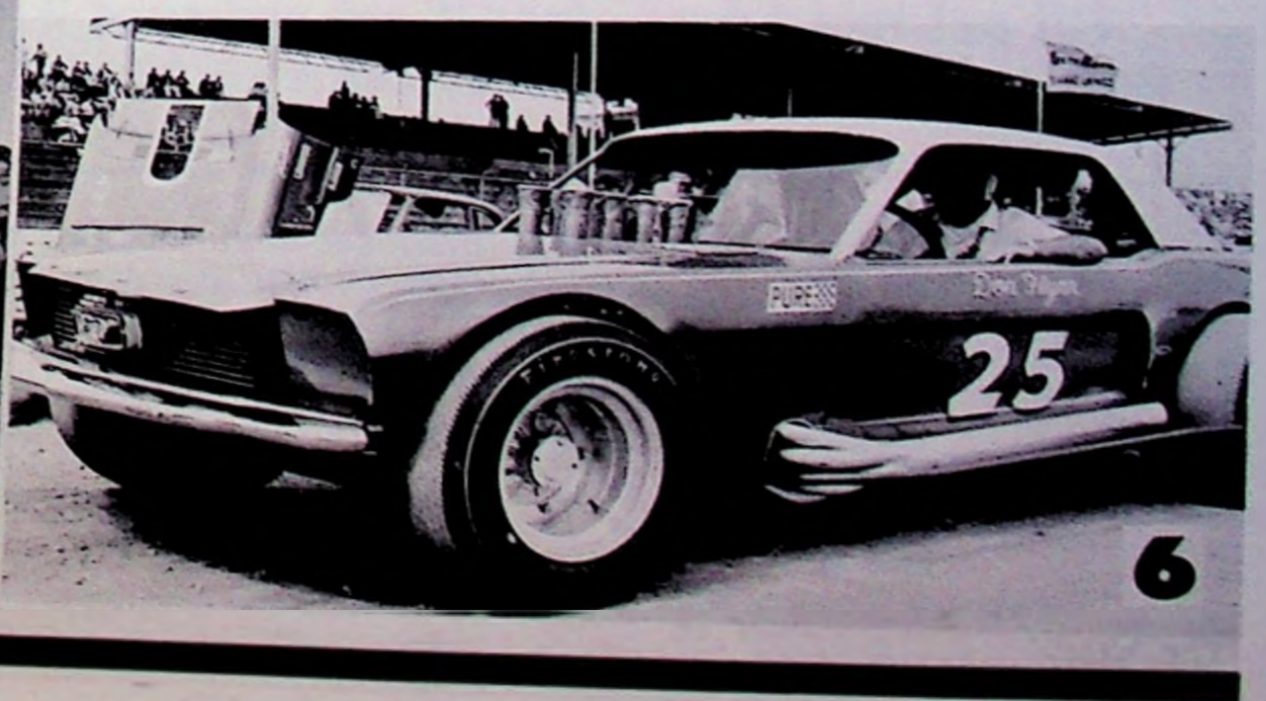
(5) Martinsville Speedway president H. Clay Earles (center) congratulates the speedway's top modified winner, Ray Hendrick of Richmond, Va. (left), who has eight career victories and three-time NASCAR national modified champion Carl "Bugs" Stevens of Rehoboth, Mass.

(6) Don Flynn's modified Mustang is typical of the late model modifieds that will make their debut in the 1970 Dogwood 500.

(Pictures by Taylor Warren.)



5



6

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(Please PRINT and MAIL at ONCE)

# Results Of The 1969 NASCAR Grand National Circuit Races

Date	Track and Size	Distance	Time	Avg. Speed	First Place	Second Place	Third Place	Fourth Place	Fifth Place	Fastest Qualifier	Average Speed
11-17-68	MACON, GA. ½ Mile Paved	100	3:03.06	79.745	Richard Petty '68 Plymouth	David Pearson '68 Ford	James Hylton '68 Dodge	Elmo Langley '66 Ford	John Sears '66 Ford	David Pearson '68 Ford	89.695
12- 8-68	MONTGOMERY, ALA. ½ Mile Paved	100	1:21.58	73.200	Bobby Allison '68 Plymouth	Richard Petty '68 Plymouth	James Hylton '68 Dodge	Bobby Isaac '68 Dodge	Neil Castles '67 Plymouth	Richard Petty '68 Plymouth	80.899
2- 1-69	RIVERSIDE, CALIF. 2.7 Mile Paved	500	4:45.37	105.498	Richard Petty '69 Ford	A. J. Foyt '69 Ford	David Pearson '69 Ford	Al Unser '69 Dodge	James Hylton '67 Dodge	A. J. Foyt '69 Ford	110.323
2-20-69	DAYTONA BEACH, FLA. 2.5 Mile Paved	125	49.15	152.181	David Pearson '69 Ford	Cale Yarborough '69 Ford	Donnie Allison '69 Ford	A. J. Foyt '69 Ford	Benny Parsons '69 Ford	David Pearson '69 Ford	190.029
2-20-69	DAYTONA BEACH, FLA. 2.5 Mile Paved	125	49.27	151.668	Bobby Isaac '69 Dodge	Chas. Glotzbach '69 Dodge	Paul Goldsmith '69 Dodge	Bobby Unser '69 Ford	Swede Savage '69 Mercury	Bobby Isaac '69 Dodge	188.726
2-23-69	DAYTONA BEACH, FLA. 2.5 Mile Paved	500	3:09.56	157.950	L. R. Yarborough '69 Ford	Chas. Glotzbach '69 Dodge	Donnie Allison '69 Ford	A. J. Foyt '69 Ford	Buddy Baker '69 Dodge	David Pearson '69 Ford	190.029
3- 9-69	ROCKINGHAM, N. C. 1 Mile Paved	500	4:52.20	102.569	David Pearson '69 Ford	Bobby Allison '69 Dodge	Cale Yarborough '69 Ford	Paul Goldsmith '69 Dodge	Richard Petty '69 Ford	David Pearson '69 Ford	119.916
3-16-69	AUGUSTA, GA. ½ Mile Paved	100	1:17.20	77.586	David Pearson '69 Ford	Richard Petty '69 Ford	Bobby Isaac '68 Dodge	James Hylton '67 Dodge	John Sears '67 Ford	Bobby Isaac '68 Dodge	86.901
3-23-69	BRISTOL, TENN. ½ Mile Paved	250	3:04.09	81.455	Bobby Allison '69 Dodge	L. R. Yarborough '69 Ford	David Pearson '69 Ford	Cale Yarborough '69 Ford	Donnie Allison '69 Ford	Bobby Isaac '69 Dodge	88.669
3-30-69	ATLANTA, GA. 1½ Mile Paved	500	3:46.10	132.191	Cale Yarborough '69 Mercury	David Pearson '69 Ford	Paul Goldsmith '69 Dodge	Bobby Allison '69 Dodge	Pete Hamilton '69 Ford	Buddy Baker '69 Dodge	158.730
4- 3-69	COLUMBIA, S. C. ½ Mile Paved	100	1:27.31	68.558	Bobby Isaac '69 Dodge	David Pearson '69 Ford	Richard Petty '69 Ford	James Hylton '67 Dodge	John Sears '67 Ford	Bobby Isaac '69 Dodge	73.806
4- 6-69	HICKORY, N. C. 4/10 Mile Paved	100	1:15.52	79.086	Bobby Isaac '69 Dodge	Richard Petty '69 Ford	David Pearson '69 Ford	Dave Marcis '69 Dodge	G. C. Spencer '67 Plymouth	Bobby Isaac '69 Dodge	85.612
4- 8-69	GREENVILLE, S. C. ½ Mile Dirt	100	1:33.11	64.389	Bobby Isaac '69 Dodge	James Hylton '67 Dodge	David Pearson '69 Ford	Elmo Langley '68 Ford	Richard Petty '68 Ford	David Pearson '69 Ford	70.359
4-13-69	RICHMOND, VA. ½ Mile Paved	250	3:23.23	73.752	David Pearson '69 Ford	Richard Petty '69 Ford	Elmo Langley '68 Ford	Neil Castles '69 Plymouth	Bill Seifert '68 Ford	David Pearson '69 Ford	82.538
4-13-69	N. WILKESBORO, N. C. ½ Mile Paved	250	2:37.27	95.268	Bobby Allison '69 Dodge	L. R. Yarborough '69 Merc.	David Pearson '69 Ford	Buddy Baker '69 Dodge	James Hylton '69 Dodge	Bobby Isaac '69 Dodge	106.731
4-27-69	MARTINSVILLE, VA. ½ Mile Paved	250	3:52.54	64.405	Richard Petty '69 Ford	David Pearson '69 Ford	Bobby Allison '69 Dodge	L. R. Yarborough '69 Merc.	Buddy Arrington '69 Dodge	Bobby Allison '69 Dodge	78.260
5- 4-69	WEAVERVILLE, N. C. ½ Mile Paved	150	2:4	72.581	Bobby Isaac '69 Dodge	James Hylton '67 Dodge	John Sears '67 Ford	Neil Castles '69 Plym.	Earl Brooks '67 Ford	Bobby Isaac '69 Dodge	90.334
5-10-69	DARLINGTON, S. C. 1½ Mile Paved	400	3:02.28	131.572	L. R. Yarborough '69 Merc.	Cale Yarborough '69 Merc.	Paul Goldsmith '69 Dodge	Bobby Allison '69 Dodge	David Pearson '69 Ford	Cale Yarborough '69 Merc.	152.293
5-16-69	BELTSVILLE, MD. ½ Mile Paved	150	2:03.12	73.059	Bobby Isaac '69 Dodge	Neil Castles '69 Plymouth	John Sears '67 Ford	Elmo Langley '68 Ford	James Hylton '69 Dodge	Bobby Isaac '69 Dodge	83.329
5-17-69	HAMPTON, VA. 4/10 Mile Paved	150	1:58.45	75.789	David Pearson '69 Ford	James Hylton '69 Dodge	Dave Marcis '69 Dodge	Bobby Isaac '69 Dodge	Neil Castles '69 Plymouth	David Pearson '69 Ford	80.236
5-25-69	CHARLOTTE, N. C. 1½ Mile Paved	600	4:27.56	134.361	L. R. Yarborough '69 Merc.	Donnie Allison '69 Dodge	James Hylton '69 Dodge	G. C. Spencer '67 Plymouth	Bobby Isaac '69 Dodge	Donnie Allison '69 Ford	159.296
6- 1-69	MACON, GA. ¾ Paved	150	2:02.05	73.717	Bobby Isaac '69 Dodge	David Pearson '69 Ford	Richard Petty '69 Ford	John Sears '67 Ford	Neil Castles '67 Plymouth	David Pearson '69 Ford	87.946
6- 5-69	MARYVILLE, TENN. ¾ Paved	150	1:50.09	81.706	Bobby Isaac '69 Dodge	David Pearson '69 Ford	James Hylton '68 Dodge	Neil Castles '69 Plymouth	Elmo Langley '68 Ford	David Pearson '69 Ford	87.976
6-15-69	JACKSON, MICH. ¾ Paved	500	3:35.26	139.254	C. Yarborough '69 Mercury	David Pearson '69 Ford	Richard Petty '69 Ford	L. R. Yarborough '69 Dodge	C. Glotzbach '69 Dodge	Donnie Allison '69 Ford	160.135
6-19-69	KINGSFORT, TENN. 4/10 Paved	100	1:21.30	73.619	Richard Petty '69 Ford	John Sears '68 Ford	David Pearson '69 Ford	Neil Castles '69 Plymouth	C. C. Spencer '67 Plymouth	Bobby Isaac '69 Dodge	90.112
6-21-69	GREENVILLE, S. C. ¾ Dirt	100	1:37.04	61.813	Bobby Isaac '69 Dodge	David Pearson '69 Ford	Richard Petty '69 Ford	James Hylton '68 Dodge	Neil Castles '69 Plymouth	Bobby Isaac '69 Dodge	66.030
6-27-69	RALEIGH, N. C. ¾ Mile Dirt	100	1:31.43	65.418	David Pearson '69 Ford	Richard Petty '69 Ford	James Hylton '67 Dodge	John Sears '67 Ford	Elmo Langley '67 Ford	Bobby Isaac '69 Dodge	72.942
7- 4-69	DAYTONA BEACH, FLA. 2½ Mile Paved	400	2:29.11	160.875	L. R. Yarborough '69 Ford	Buddy Baker '69 Dodge	Donnie Allison '69 Ford	David Pearson '69 Ford	Richard Petty '69 Ford	Cale Yarborough '69 Mercury	190.706
7- 6-69	DOVER, DEL. 1 Mile Paved	300	2:35.28	115.772	Richard Petty '69 Ford	Sonny Hutchins '67 Ford	James Hylton '69 Dodge	John Sears '69 Ford	Elmo Langley '68 Ford	David Pearson '69 Ford	130.430
7-10-69	THOMPSON, CONN. ¾ Mile Paved	125	1:23.08	89.498	David Pearson '69 Ford	James Hylton '69 Dodge	John Sears '68 Ford	G. C. Spencer '68 Plymouth	R. Brickhouse '68 Plymouth	David Pearson '69 Ford	99.800

## 1969 GRAND NATIONAL RESULTS — Continued

7-13-69	TRENTON, N. J. 1½ Mile Paved	300	2:28.45	121.008	David Pearson '69 Ford	Bobby Allison '69 Dodge	Bobby Issac '69 Dodge	James Hylton '68 Dodge	L. R. Yarbrough '69 Ford	Bobby Isaac '69 Dodge	132.668
7-15-69	BELTSVILLE, MD. ½ Mile Paved	150	1:56.30	77.253	Richard Petty '69 Ford	David Pearson '69 Ford	James Hylton '69 Dodge	Neil Castles '68 Plymouth	John Sears '68 Ford	Richard Petty '69 Ford	82.094
7-20-69	BRISTOL, TENN.		3:08.07	79.737	David Pearson '69 Ford	Bobby Isaac '69 Dodge	Donnie Allison '69 Ford	James Hylton '69 Dodge	Cecil Gordon '68 Ford	Cale Yarborough '69 Merc	103.432
7-26-69	NASHVILLE, TENN. ½ Mile Paved	200	2:32.24	78.740	Richard Petty '69 Ford	Bobby Isaac '69 Dodge	James Hylton '68 Dodge	John Sears '68 Ford	Neil Castles '68 Plym	Richard Petty '68 Ford	78.740
7-27-69	MARYVILLE, TENN. ½ Mile Paved	100	1:12.48	82.417	Richard Petty '69 Ford	David Pearson '69 Ford	Neil Castles '68 Plym	Elmo Langley '68 Ford	James Hylton '68 Dodge	David Pearson '69 Ford	87.434
8-10-69	ATLANTA, GA. 1½ Mile Paved	501	3:45.35	133.001	L. R. Yarbrough '69 Ford	David Pearson '69 Ford	Richard Petty '69 Ford	C. Glotzbach '69 Ford	Donnie Allison '69 Ford	Cale Yarborough '69 Mercury	155.413
8-17-69	JACKSON, MICH. 2 Mile Paved	330	2:51.25	115.508	David Pearson '69 Ford	Buddy Baker '69 Dodge	Richard Petty '69 Ford	Cale Yarborough '69 Merc	Bobby Allison '69 Dodge	David Pearson '69 Ford	161.714
8-21-69	SOUTH BOSTON, VA. ½ Mile Paved	100	1:18.01	76.906	Bobby Isaac '67 Dodge	David Pearson '69 Ford	Richard Petty '69 Ford	James Hylton '67 Dodge	Elmo Langley '68 Ford	Bobby Isaac '67 Dodge	84.959
8-22-69	WINSTON-SALEM, N. C. ¼ Mile Paved	257½	1:19.01	47.458	Richard Petty '69 Ford	Bobby Isaac '69 Dodge	David Pearson '69 Ford	Elmo Langley '68 Ford	James Hylton '67 Dodge	Richard Petty '69 Ford	54.25
8-24-69	WEAVERVILLE, N. C. ¼ Mile Paved	250	3:06.27	80.450	Bobby Isaac '69 Dodge	David Pearson '69 Ford	Dick Brooks '69 Plymouth	Elmo Langley '68 Ford	James Hylton '67 Dodge	Bobby Isaac '69 Dodge	89.00
9- 1-69	DARLINGTON, S. C. 1½ Mile Paved	316	2:47.20	105.612	L. R. Yarbrough '69 Ford	David Pearson '69 Ford	Buddy Baker '67 Dodge	Donnie Allison '69 Ford	Bobby Allison '69 Dodge	Cale Yarborough '69 Mercury	151.985
9-5-69	HICKORY, N. C. 4/10 Mile Paved	100	1:14.31	80.518	Bobby Isaac '69 Dodge	Neil Castles '69 Dodge	Richard Petty '69 Ford	John Sears '69 Ford	Buddy Young '67 Chev.	Bobby Isaac '69 Dodge	86.212
9-7-69	RICHMOND, VA. 9/16 Mile Paved	250	3:16.32	76.388	Bobby Allison '69 Dodge	Sonny Hutchins '67 Ford	Bobby Isaac '69 Dodge	David Pearson '69 Ford	John Sears '69 Ford	Richard Petty '69 Ford	91.257
9-14-69	TALLADEGA, ALA. 2.66 Paved	500	3:15.07	153.778	R. Brickhouse '69 Dodge	Jim Vandiver '69 Dodge	Ramo Stott '69 Dodge	Bobby Isaac '69 Dodge	Dick Brooks '69 Plymouth	Charlie Glotzbach '69 Dodge	199.466
9-18-69	COLUMBIA, S. C. ½ Mile Paved	100	1:25.26	70.230	Bobby Isaac '69 Dodge	Richard Petty '69 Ford	James Hylton '69 Dodge	John Sears '69 Ford	Eldon Yarborough '67 Ford	Richard Petty '69 Ford	73.108
9-28-69	MARTINSVILLE, VA. ½ Mile Paved	250	3:57.37	63.127	Richard Petty '69 Ford	David Pearson '69 Ford	Buddy Baker '69 Dodge	James Hylton '69 Dodge	Buddy Arrington '69 Dodge	David Pearson '69 Ford	83.197
10- 5-69	N. WILKESBORO, N. C. ½ Mile Paved	250	2:40.31	93.448	David Pearson '69 Ford	Richard Petty '69 Ford	Bobby Isaac '69 Dodge	L. R. Yarbrough '69 Ford	Buddy Baker '69 Dodge	Bobby Isaac '69 Dodge	106.032
10-12-69	CHARLOTTE, N. C. 1½ Mile Paved	500		131.262	Donnie Allison '69 Ford	Bobby Allison '69 Dodge	Buddy Baker '69 Dodge	C. Glotzbach '69 Dodge	David Pearson '69 Ford	Cale Yarborough '69 Mercury	
10-17-69	SAVANNAH, GA ½ Mile Paved	100	1:16.27	78.482	Bobby Isaac '69 Dodge	Richard Petty '69 Ford	David Pearson '69 Ford	L. R. Yarbrough '69 Ford	Elmo Langley '68 Ford	Bobby Isaac '69 Dodge	86.095
10-19-69	AUGUSTA, GA. ½ Mile Paved	100	1:16.12	78.740	Bobby Isaac '69 Dodge	Richard Petty '69 Ford	David Pearson '69 Ford	L. R. Yarbrough '69 Ford	Elmo Langley '68 Ford	Bobby Isaac '69 Dodge	85.689
10-26-69	ROCKINGHAM, N. C. 1 Mile Paved	500	4:28.12	111.938	L. R. Yarbrough '69 Ford	David Pearson '69 Ford	Buddy Baker '69 Dodge	Dave Marcis '69 Dodge	John Sears '69 Ford	Lee Roy Yarborough '69 Ford	137.732
11- 2-69	JEFFERSON, GA. ½ Mile Paved	100	1:10.30	85.106	Bobby Isaac '69 Dodge	David Pearson '69 Ford	Richard Petty '69 Ford	L. R. Yarbrough '68 Ford	Neil Castles '69 Plymouth	David Pearson '69 Ford	89.565
11- 9-69	MACON, GA. .5479 Mile Paved	274	3:37.08	81.079	Bobby Allison '69 Dodge	David Pearson '69 Ford	Bobby Isaac '69 Dodge	John Sears '67 Ford	Bill Champion '68 Ford	Bobby Isaac '69 Dodge	98.148
12- 7-69	BRYAN, TEXAS 2 Miles Paved	500	3:27.56	144.277	Bobby Isaac '69 Dodge	Donnie Allison '69 Ford	Benny Parsons '69 Ford	James Hylton '69 Dodge	Dick Brooks '69 Plymouth	Buddy Baker '69 Dodge	176.284

## Results Of The 1969 NASCAR Grand Touring Circuit Races

Date	Track and Size	Distance	Time	Avg. Speed	First Place	Second Place	Third Place	Fourth Place	Fifth Place	Fastest Qualifier	Average Speed
2-21-69	DAYTONA BEACH, FLA. 3.81 Mile Paved	250	2:45.17	104.365	Don Yenko '69 Camaro	Rusty Jowett '68 Camaro	Larry Wallace '68 Camaro	Seiichi Suzuki '68 Cougar	Peter Gregg '68 Porsche	Don Yenko '69 Camaro	112.799
3-16-69	JEFFERSON, GA. ½ Mile Paved	200	2:33.28	76.693	Tiny Lund '68 Cougar	Frank Sessoms '68 Camaro	Billy Yuma '68 Camaro	Larry Wallace '68 Camaro	C. B. Gwyn '68 Cougar	Pete Hamilton '69 Camaro	88.713
4-13-69	KINGSPORT, TENN. 4/10 Mile Paved	500	2:43.44	73.289	T. C. Hunt '68 Camaro	Billy Yuma '68 Camaro	Tiny Lund '68 Cougar	Martin Sharp '68 Camaro	Billy Hemby '68 Camaro	Tiny Lund '68 Cougar	87.114

4-20-69	OWENSBORO, KY 1/3 Mile Paved	100	1:25.26	70.230	Charles Blanton '68 Camaro	T. C. Hunt '68 Camaro	Buck Baker '68 Camaro	Ken Rush '68 Camaro	Pete Hamilton '68 Camaro	T. C. Hunt '68 Camaro	75.949
5- 3-69	MARYVILLE, TENN. 1/2 Mile Paved	100	1:24.20	71.146	Tiny Lund '68 Cougar	Jim Paschal '69 Javelin	T. C. Hunt '68 Camaro	Ken Rush '68 Camaro	Joie Chitwood, Jr. '67 Camaro	Wayne Andrews '68 Cougar	85.959
5-23-69	JACKSON, MISS. 1/2 Mile Paved	100	1:14.29	80.554	Pete Hamilton '69 Camaro	Charles Blanton '69 Camaro	Ken Rush '68 Camaro	Martin Sharpe '68 Camaro	Stan Star, Jr. '68 Camaro	Pete Hamilton '69 Camaro	86.705
5-26-69	BATON ROUGE, LA. 1/4 Paved	200	2:43.23	73.446	Jim Paschal '69 Javelin	Buck Baker '68 Camaro	Martin Sharpe '68 Camaro	Stan Starr, Jr. '68 Camaro	Phil Wills '68 Camaro	Ken Rush '68 Camaro	91.612
5-29-69	GREENVILLE, S. C. 1/2 Dirt	100	1:54.20	52.478	Jim Paschal '68 Javelin	Ken Rush '68 Camaro	Jim Vandiver '68 Camaro	Larry Wallace '68 Camaro	Al Straub '69 Mustang	Charlie Blanton '68 Camaro	68.886
6- 1-69	RICHMOND, VA. 1/2 Paved	150	2:30.20	59.986	Frank Sessoms '68 Camaro	Bill Hemby '68 Camaro	Mike Adams '67 Mustang	C. B. Gwyn '68 Cougar	Jim Vandiver '68 Camaro	Tiny Lund '68 Cougar	82.004
6- 7-69	HICKORY, N. C. 4/10 Paved	120	1:38.28	73.108	Pete Hamilton '68 Camaro	T. C. Hunt '68 Camaro	Tiny Lund '68 Cougar	Buck Baker '68 Camaro	Wayne Andrews '68 Cougar	Tiny Lund '68 Cougar	86.021
6-20-69	BELTSVILLE, MD. 1/2 Paved	150	1:59.35	75.26	Pete Hamilton '68 Camaro	Wayne Andrews '69 Cougar	Buck Baker '68 Camaro	Tiny Lund '68 Cougar	Charlie Blanton '68 Mustang	T. C. Hunt '68 Camaro	81.447
6-21-69	SOUTH BOSTON, VA. 1/4 Paved	100	1:15.08	79.86	Pete Hamilton '68 Camaro	Ray Hendrick '69 Camaro	Jim Paschal '69 Javelin	T. C. Hunt '68 Camaro	Wayne Andrews '68 Camaro	Pete Hamilton '68 Camaro	86.096
6-21-69	MILTON, VT. 1/3 Mile Paved	100	1:34.10	63.716	Tiny Lund '69 Cougar	Jim Paschal '69 Javelin	Ken Rush '68 Camaro	Bob Tullius '69 Javelin	Frank Sessoms '68 Camaro	T. C. Hunt '68 Camaro	Qual. Race
6-24-69	OXFORD, MAINE 1/3 Mile Paved	100	1:46.30	56.338	Jim Paschal '69 Javelin	Russell Nelson '68 Camaro	Charlie Blanton '68 Camaro	Bob Tullius '69 Javelin	Frank Sessoms '68 Camaro	Russell Nelson '68 Camaro	Qual. Race
6-26-69	COLUMBIA, S. C. 1/2 Mile Dirt	100	1:30.35	66.237	Jim Paschal '69 Javelin	Ken Rush '68 Camaro	Bill Hemby '68 Camaro	T. C. Hunt '68 Camaro	Charles Blanton '68 Cougar	Tiny Lund '69 Cougar	71.827
6-28-69	AUGUSTA, GA. 1/2 Mile Paved	100	1:23.32	71.827	Pete Hamilton '68 Camaro	Wayne Andrews '68 Cougar	T. C. Hunt '68 Camaro	Harry Gailey '68 Mustang	Ken Rush '68 Camaro	Pete Hamilton '68 Camaro	83.565
7- 4-69	DAYTONA BEACH, FLA. 3.81 Mile Paved	250	2:27.24	100.948	Pete Hamilton '69 Camaro	Tiny Lund '69 Cougar	Buck Baker '68 Camaro	Frank Sessoms '68 Camaro	Randy Hutchison '68 Camaro	Pete Hamilton '69 Camaro	105.200
7- 6-69	CHARLOTTE, N. C. 1 1/2 Mile Paved	250	2:01.01	123.949	Jim Paschal '69 Javelin	Jim Vandiver '68 Camaro	Ken Rush '68 Camaro	Wayne Andrews '68 Cougar	C. B. Gwyn '68 Cougar	Pete Hamilton '69 Camaro	150.753
7-11-69	SAVANNAH, GA 1/2 Mile Paved	100	1:16.08	78.074	Pete Hamilton '68 Camaro	T. C. Hunt '68 Camaro	Charlie Blanton '68 Camaro	Ken Rush '68 Camaro	Wayne Andrews '68 Camaro	Butch Harden '68 Camaro	82.758
7-19-69	GREENVILLE, S. C. 1/2 Mile Dirt	100	1:41.32	59.094	Charlie Blanton '68 Camaro	Ken Rush '68 Camaro	Frank Sessoms '68 Camaro	Buck Baker '69 Firebird	T. C. Hunt '68 Camaro	Tiny Lund '69 Cougar	59.094
7-26-69	HICKORY, N. C. 4/10 Mile Paved	120	1:34	76.596	Pete Hamilton '68 Camaro	Wayne Andrews '68 Cougar	Charlie Blanton '68 Camaro	Bob Burcham '68 Camaro	Buck Baker '69 Firebird	Pete Hamilton '69 Camaro	87.912
8- 2-69	SOUTH BOSTON, VA. 1/4 Mile Paved	100	1:19.27	75.614	Ken Rush '68 Camaro	Wayne Andrews '68 Cougar	Randy Hutchison '68 Camaro	Pete Hamilton '68 Camaro	Frank Sessoms '68 Camaro	DNQ inclement weather	
8 -5-69	MONTGOMERY, ALA. 1/2 Mile Paved	100	1:25.33	70.134	Tiny Lund '69 Cougar	Ken Rush '68 Camaro	Frank Sessoms '68 Camaro	Russell Nelson '68 Mustang	T. C. Hunt '68 Camaro	Tiny Lund '69 Camaro	81.892
8 -7-69	HUNTSVILLE, ALA. 1/2 Mile Paved	100	1:50.17	54.405	Tiny Lund '69 Cougar	Buck Baker '69 Firebird	Frank Sessoms '68 Camaro	Al Straub '69 Mustang	Phil Wills '68 Camaro	Tiny Lund '69 Camaro	61.822
8 -9-69	NASHVILLE, TENN. 1/2 Mile Paved	100	58.57	78.898	Tiny Lund '69 Cougar	Bob Burcham '68 Camaro	Wayne Andrews '68 Cougar	Buck Baker '69 Firebird	Ken Rush '68 Camaro	Bob Burcham '68 Camaro	83.449
8-16-69	IRISH HILLS, MICH. 2 Miles Paved	250	2:09.26	115.840	Ken Rush '68 Camaro	Phil Kendrick '68 Camaro	Larry Bock '68 Dart	Charlie Blanton '68 Camaro	Phil Wells '69 Camaro	Pete Hamilton '69 Camaro	151.946
8-29-69	STAFFORD SPRINGS, CONN.—1/2 Mile Paved	100	1:24.14	71.14	Pete Hamilton '69 Camaro	Ken Rush '68 Camaro	Jim Paschal '69 Javelin	Charlie Blanton '68 Cougar	Randy Hutchinson '68 Cougar	NQ	
8-31-69	THOMPSON, CONN. 1/2 Mile Paved	100	1:19.41		Pete Hamilton '69 Camaro	Tiny Lund '69 Cougar	Ken Rush '68 Camaro	Russell Nelson '68 Camaro	Jim Paschal '69 Javelin	NQ	
9-13-69	TALLADEGA, ALA. 2.66 Mile Paved	400	2:34.13	156.271	Ken Rush '68 Camaro	Wayne Andrews '68 Cougar	Bob Tullius '69 Javelin	Dr. Pickett '68 Camaro	C. B. Gwyn '68 Cougar	Bunky Blackburn '69 Mustang	176.477
9-28-69	MACON, GA. 9/16 Mile Paved	200	2:23.54	83.385	Charlie Blanton '69 Camaro	Wayne Andrews '68 Cougar	Frank Sessoms '68 Camaro	Jim Paschal '69 Javelin	Buck Baker '69 Firebird	Jim Paschal '69 Javelin	96.171
10-12-69	LAKEWOOD, GA. 1 Mile Dirt	100	1:26.16	69.632	T. C. Hunt '68 Camaro	Frank Sessoms '68 Camaro	Wayne Andrews '68 Cougar	Tiny Lund '69 Cougar	Ernie Shaw '68 Mustang	Pete Hamilton '69 Camaro	88.343
10-18-69	RALEIGH, N. C. 1/2 Mile Dirt	100	1:43.52	57.766	Buck Baker '69 Firebird	Wayne Andrews '68 Cougar	Ken Rush '68 Camaro	T. C. Hunt '68 Camaro	C. B. Gwyn '68 Cougar	Jim Paschal '69 Javelin	69.444
11-16-69	LANGLEY FIELD, VA. 4/10 Mile Paved	100	1:34.48	63.291	Pete Hamilton '69 Camaro	Randy Hutchison '69 Camaro	T. C. Hunt '68 Camaro	Wayne Andrews '68 Cougar	Frank Sessoms '68 Camaro	T. C. Hunt '68 Camaro	80.088
11-23-69	CLINTON, MISS. 1/2 Mile Paved	100	1:20.26	74.750	Pete Hamilton '69 Camaro	Ken Rush '68 Camaro	Butch Harben '68 Camaro	Stick Elliott '68 Camaro	Tommy Andrews '68 Mustang	Pete Hamilton '69 Camaro	87.378



# NORTH CAROLINA MOTOR SPEEDWAY

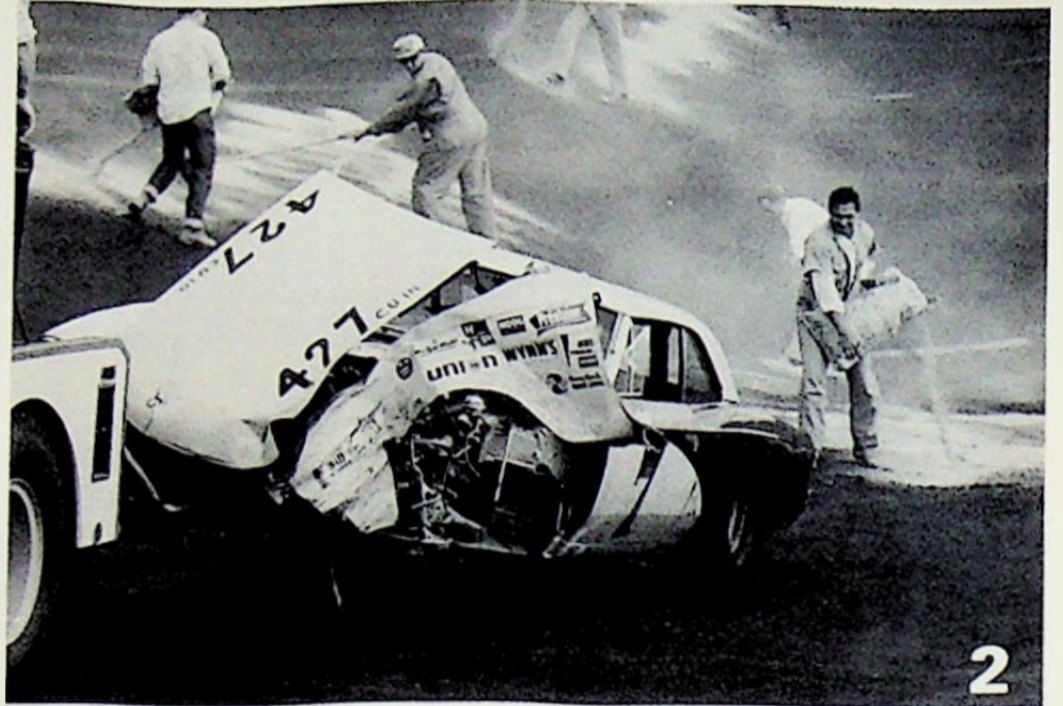
Here are some scenes from the North Carolina Motor Speedway at Rockingham, N. C., rated as the world's fastest one mile track:

(1) No margin for errors at Rockingham. The lightning fast mile track keeps the drivers on the edge. Here's what happened last year. A traffic jam in the third turn.

(2) The remains of one of the cars involved in a Rockingham wreck.

(3) A slight miscue and a sudden spin.

(6) (Bottom) LeeRoy Yarbrough of Columbia, S. C., and wife, Gloria, bask in spotlight after completing grand slam of the super speedways, winning the American 500 at Rockingham.

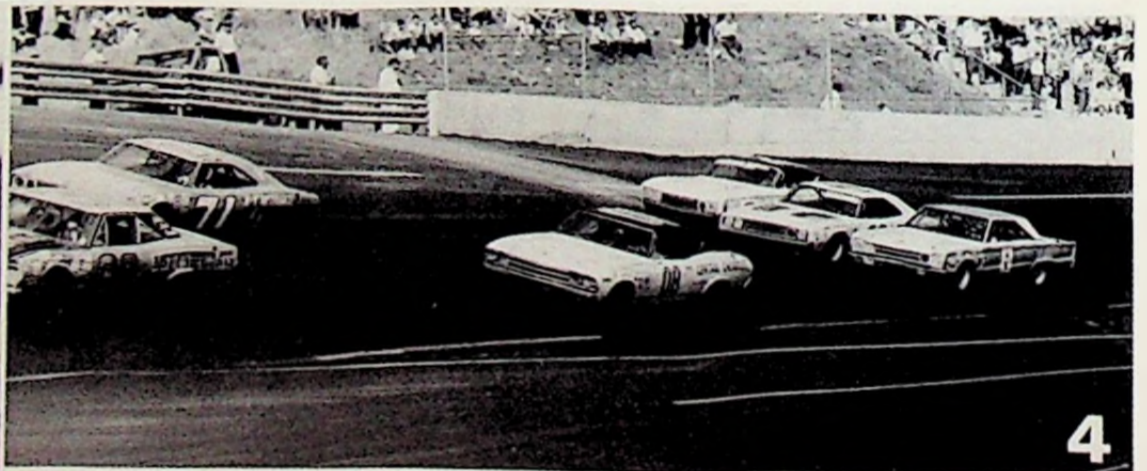


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(4) Close quarters in action during the American 500.

(5) Wide, high banked turns provide three and four grooves for the speedsters.

(North Carolina Motor Speedway Pictures)



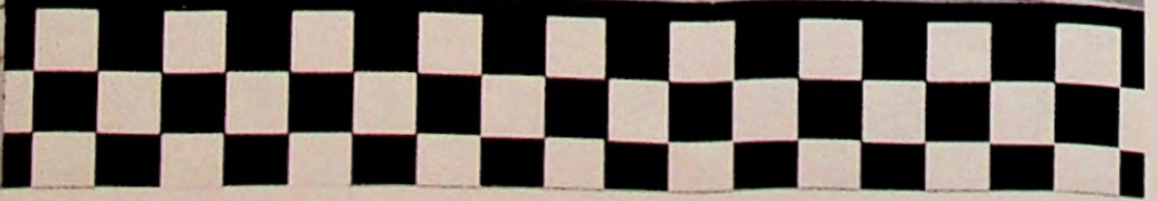
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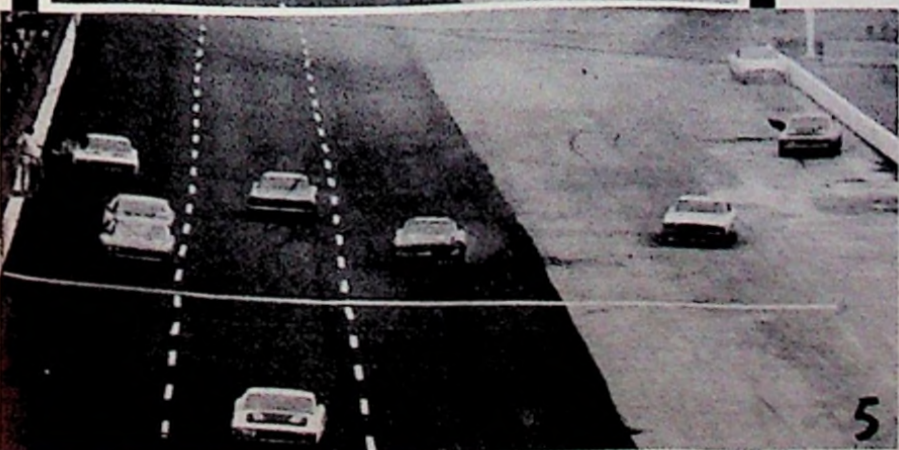
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6



# THE BATTLE AT DARLINGTON



Here are some scenes from the 1969 Southern 500 race at Darlington International Raceway, home of the annual Labor Day classic:

(6) U. S. Senator Strom Thurman of South Carolina and his attractive wife, a former Miss Southern 500, chat with Lee Roy Yarborough, left, winner of the Southern 500 and Rebel 400 races for 1969, and Cale Yarborough, right, fastest qualifier for both events.

(7) Lee Roy gets checkered flag from Johnny Bruner, Jr., as veteran official Johnny Bruner, Sr., looks on from inside pit area.

(8) In victory lane, Lee Roy Yarborough waves trophy with his wife, Gloria, standing by with a smile.

(9) George Lindsey (Goobar of Mayberry RFD television show) chats with Union Oil Race-stoppers in pre-race activities.



**WILD ACTION IN SOUTHERN 500:** (1) Donnie Allison and Cale Yarborough slide thru fourth turn at Darlington during closing minutes of race.

(2) Yarborough almost gets backwards as Buddy Baker pins him in a cloud of smoke. Race winner Lee Roy Yarborough coming up on action.

(3) Cars begin to bunch up again coming off the fourth turn. Lee Roy's car seen sliding thru wreck.

(4) Donnie Allison does a one and a half turn as he comes down the front stretch backwards while Cale and Buddy mix it up again. Lee Roy continues to snake thru.

(5) Lee Roy heads down the chute for wide open spaces as other cars limp home.



# THE "TALLADEGA 500" RACE



Here are some scenes from the 1969 Talladega 500 race at Alabama International Motor Speedway:

(1) In victory lane with Richard Brickhouse of Rocky Point, N. C. is Miss Lana Dial of Oxford, Ala., Miss Talladega 500. Brickhouse won the 500-mile thriller, driving a Dodge Daytona.

(2) Second place finisher Jimmy Vandiver of Charlotte, N. C., also driving Dodge.

(3) Third place finisher Ramo Stott of Keokuk, Iowa, also with a Dodge.

(4) Bobby Isaac of Catawba, N. C., who started in pole position after withdrawal of other drivers, finished fourth to give Dodge a sweep of the first four positions.

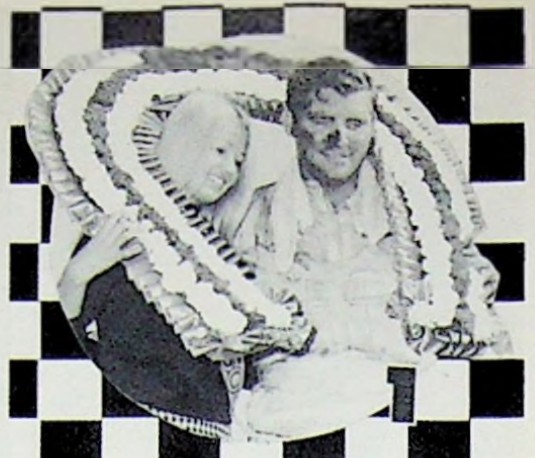
(5) Bill France, right, president of Alabama International Speedway, presents the William Knudsen trophy to Richard Brickhouse, winner of the race.

(6) The start of the "Talladega 500" with Bobby Isaac (71) and Jimmy Vandiver (3) pacing the field.

(7) Richard Brickhouse (99) moves around traffic in winning the race.

(8) Brickhouse in pits for refueling and tire check.

(Picture by Alabama Int. Speedway Staff)



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of our Wide Boots...

what's this?

## The New Polyglas GT

Goodyear's widest street tire yet. Eight inches of tread width puts more rubber on the road. 60-Series — only 60% as high as it is wide. With big white Goodyear letters on the sidewall. Standard or optional on several 1970 supercars.

Only one problem. It's so wide it may not fit your car. Check your car specs before you buy. If it doesn't fit — maybe you need a new car!

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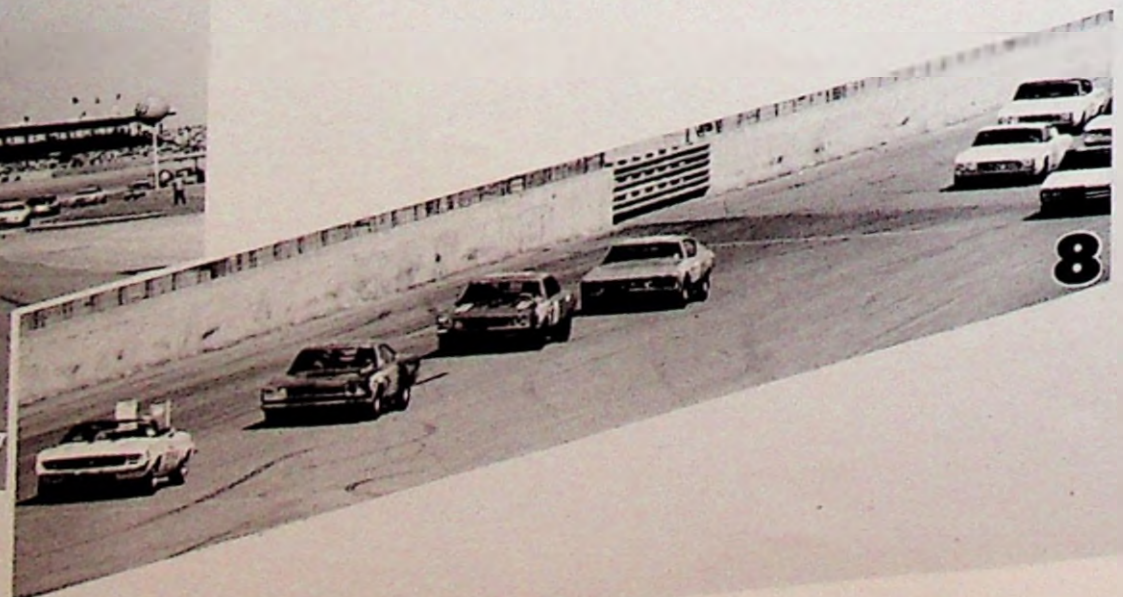


## Action During The 1969 Daytona 500

Some of the action during the 1969 Daytona 500 race:

- (1) Pete Hamilton walks disgustedly toward the pits after wrecking his car after 44 laps of the "500" race.
- (2) Cale Yarborough's 1969 Mercury during early stages of race.
- (3) Cale's car crashes into wall on 104th lap, ending his threat.
- (4) Another shot of Yarborough's car crashing into wall.
- (5) Cale still at the wheel.
- (6) Cale's car goes back of the pit wall after wreck.
- (7) The start of the Daytona 500 with Buddy Baker leading the parade.
- (8) Safety car goes on track to pace racing machines after accident.

(Daytona Speedway Staff Pictures)



# NASCAR Grand National Champs And Leaders

Pos.	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958
<b>1</b>	Red Byron 842.5	Bill Rexford 1959	Herb Thomas 4208.45	T. Flock 6858.5	H. Thomas 8460	Lee Petty 8649	T. Flock 9596	Buck Baker 9272	Buck Baker 10716	Lee Petty 12232
<b>2</b>	Lee Petty 725	G. Roberts 1848.5	F. Flock 4062.25	H. Thomas 6752.5	Lee Petty 7814	H. Thomas 8366	B. Baker 9088	H. Thomas 8586	M. Panch 9956	Buck Baker 11586
<b>3</b>	Bob Flock 704	Lee Petty 1590	T. Flock 3722.5	Lee Petty 6498.5	D. Rathmann 7362	Buck Baker 6893	Lee Petty 7194	A. Thompson 8328	A. Thompson 8580	A. Thompson 8792
<b>4</b>	Bill Blair 567.5	L. Moore 1398	Lee Petty 2392.25	F. Flock 5183.5	Buck Baker 6713	D. Rathmann 6760	B. Welborn 5460	Lee Petty 8324	Lee Petty 8528	L. Rollins 8124
<b>5</b>	F. Flock 554.5	C. Turner 1375.5	F. Mundy 1963.5	R. Rathman 3952.5	F. Flock 6174	H. McGriff 5467	H. Thomas 5186	J. Paschal 7878	Jack Smith 8464	Jack Smith 7666
<b>6</b>	C. Turner 430	J. Mantz 1282	B. Shuman 1368.75	Bill Blair 3449	T. Flock 5011	J. Paschal 5137	Jr. Johnson 4810	Bill Myers 6920	G. Roberts 8268	L. D. Austin 6972
<b>7</b>	R. Erickson 422	C. Mahoney 1217.5	J. Taylor 1214	J. Eubanks 3090.5	J. Paschal 4211	J. Lewallen 3903	E. Skinner 4652	G. Roberts 5794	J. Allen 7068	Rex White 6552
<b>8</b>	T. Flock 421	D. Linder 1121	D. Rathmann 1040	Ray Duhigg 2986.5	J. Eubanks 3603	C. Turner 3233	J. Paschal 4572	R. Moody 5548	L. D. Austin 6532	Jr. Johnson 6380
<b>9</b>	G. Dunnaway 384	J. Florian 801	B. Snowden 1009.25	D. Thomas 2574	J. Lewallen 3508	R. Ligouri 2994	J. Lewellen 4360	T. Flock 5062	B. King 5740	Ed Pagan 4910
<b>10</b>	F. Mundy 375	Bill Blair 766	J. Eubanks 1005.5	B. Shuman 2483	C. Turner 3373	B. Pitt 2955	F. Flock 4266	M. Panch 4680	J. Paschal 5136	Jim Reed 4762

Pos.	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968
<b>1</b>	Lee Petty 11792	Rex White 21164	Ned Jarrett 27272	J. Weatherly 30836	J. Weatherly 33398	R. Petty 40252	Ned Jarrett 38824	D. Pearson 35638	Richard Petty 42472	David Pearson 3499
<b>2</b>	C. Owens 9962	R. Petty 17228	Rex White 26442	R. Petty 28440	R. Petty 31170	Ned Jarrett 34950	D. Hutcherson 35790	James Hylton 33688	James Hylton 36444	Bobby Isaac 3330
<b>3</b>	A. Thompson 7684	B. Johns 14964	E. Zervakis 22312	Ned Jarrett 25336	F. Lorenzen 29684	D. Pearson 32146	D. Dieringer 24648	R. Petty 22592	D. Hutcherson 33658	Richard Petty 3073
<b>4</b>	H. Beam 7396	Buck Baker 14674	J. Weatherly 17894	Jack Smith 22870	Ned Jarrett 27214	Billy Wade 28474	G. C. Spencer 24314	Henley Gray 22468	Bobby Allison 30812	Clyde Lynn 3000
<b>5</b>	Buck Baker 7170	Ned Jarrett 14660	Fireb. Roberts 17600	Rex White 19424	Fireb. Roberts 22642	Jim Pardue 26570	Marvin Panch 22798	Paul Goldsmith 22078	John Sears 29078	John Sears 2971
<b>6</b>	Tom Pistone 7050	Lee Petty 14510	Jr. Johnson 17178	J. Paschal 18128	Jim Pardue 22228	Curtis Crider 25606	B. Derrington 21154	Wendell Scott 21702	J. Paschal 27624	Elmo Langley 2779
<b>7</b>	L. D. Austin 6519	Jr. Johnson 9932	Jack Smith 15186	F. Lorenzen 17554	D. Dieringer 21418	Jim Paschal 25450	J. T. Putney 20624	John Sears 21432	D. Pearson 26302	James Hylton 2671
<b>8</b>	Jack Smith 6150	E. Zervakis 9720	R. Petty 14984	Fireb. Roberts 16380	D. Pearson 21156	Larry Thomas 22950	Neil Castles 20576	J. T. Putney 21208	N. Castles 23218	Wendell Scott 2647
<b>9</b>	Jim Reed 5714	J. Paschal 8968	J. Paschal 13922	M. Panch 15138	Rex White 20976	Buck Baker 22366	Buddy Baker 20304	Neil Castles 20446	E. Langley 22286	Jabe Thomas 2647
<b>10</b>	Rex White 5526	B. Matthews 8458	Buck Baker 13746	D. Pearson 14404	Tiny Lund 19624	Marvin Panch 21480	C. Yarborough 20192	Bobby Allison 19910	Wendell Scott 20700	Roy Tyner 2472

Next "DAYTONA 500" Feb. 14, 1971

# NASCAR Grand National Qualifying Records Through 1969

- ALABAMA INTERNATIONAL MOTOR SPEEDWAY**—Talladega, Ala.—2.6-mile paved; 500 Miles; Sept. 14, 1969. Charlie Glotzbach—Edwardsville, Ind.; '69 Dodge; 199.466 mph (48.008 Seconds).
- ASHEVILLE-WEAVERVILLE SPEEDWAY**—Weaverville, N. C.—½-mile paved; 250 Miles; Nov. 5, 1967. Bobby Allison—Hueytown, Ala.; '67 Ford; 90.407 mph.
- ATLANTA INTERNATIONAL RACEWAY**—Atlanta, Ga.—½-mile paved; 500 Miles; Mar. 30, 1969. Buddy Baker—Charlotte, N. C.; '69 Dodge; 158.730 mph (34.020 Seconds).
- AUGUSTA RACEWAY**—Augusta, Ga.—½-mile paved; 100 Miles; Mar. 16, 1969. Bobby Isaac—Catawba, N. C.; '68 Dodge; 86.901 mph (20.713 Seconds).
- BELTSVILLE SPEEDWAY**—Beltsville, Md.—½-mile paved; 150 Miles; May 17, 1968. Richard Petty—Randleman, N. C.; '68 Plymouth; 83.604 mph (21.53 Seconds).
- BIRMINGHAM INTERNATIONAL RACEWAY**—Birmingham, Ala.—¾-mile paved; 100 Miles; June 8, 1968. David Pearson—Spartanburg, S. C.; '68 Ford; 97.784 mph (23.01 Seconds).
- BOWMAN GRAY STADIUM**—Winston-Salem, N. S.—¼-mile paved; 50 Miles; Mar. 30, 1964. Marvin Panch—Daytona Beach, Fla.; '64 Ford; 49.83 mph.
- BRISTOL INTERNATIONAL SPEEDWAY**—Bristol, Tenn.—½-mile paved; 250 Miles; Mar. 23, 1969. Bobby Isaac—Catawba, N. C.; '69 Dodge; 88.669 mph (20.30 Seconds).
- CHARLOTTE MOTOR SPEEDWAY**—Charlotte, N. C.—1½-mile paved; 500 Miles; Oct. 12, 1969. Cale Yarborough—Timmons ville, S. C.; '69 Ford; 162.162 mph (33.300 Seconds).
- COLUMBIA SPEEDWAY**—Columbia, S. C.—½-mile dirt; 100 Miles; April 18, 1968. Richard Petty—Randleman, N. C.; '68 Plymouth; 75.282 mph (23.91 Seconds).
- DARLINGTON INTERNATIONAL RACEWAY**—Darlington, S. C.—1¾-mile paved; 400 Miles; May 10, 1969. Cale Yarborough—Timmons ville, S. C.; '69 Mercury; 152.293 mph (32.503 Seconds).
- DAYTONA INTERNATIONAL SPEEDWAY**—Daytona Beach, Fla.—2½-mile paved; 400 Miles; July 4, 1969. Cale Yarborough—Timmons ville, S. C.; '69 Mercury; 190.706 mph (47.193 Seconds).
- DAYTONA BEACH ROAD COURSE**—Daytona Beach, Fla.—4.1-mile beach-road course; Feb. 23, 1958. Paul Goldsmith—St. Clair Shores, Mich.; '58 Pontiac; 140.570 mph.
- DOVER DOWNS INTERNATIONAL SPEEDWAY**—Dover, Dela.—1 mile paved; 300 Miles; July 6, 1969. David Pearson—Spartanburg, S. C.; '69 Ford; 130.430 mph (27.601 Seconds).
- FAIRGROUNDS SPEEDWAY**—Nashville, Tenn.—½-mile paved; 200 Miles; July 27, 1968. Richard Petty—Randleman, N. C.; '68 Plymouth; 85.066 mph (21.16 Seconds).
- FONDA SPEEDWAY**—Fonda, N. Y.—½-mile dirt; 100 Miles; July 11, 1968. David Pearson—Spartanburg, S. C.; '68 Ford; 80.801 mph (17.69 Seconds).
- GREENVILLE-PICKENS SPEEDWAY**—Greenville, S. C.—½-mile dirt; 100 Miles; April 8, 1969. David Pearson—Spartanburg, S. C.; '69 Ford; 70.359 mph (25.583 Seconds).
- HICKORY SPEEDWAY**—Hickory, N. C.—4/10-mile paved; 100 Miles; April 7, 1968. David Pearson—Spartanburg, S. C.; '68 Ford; 86.957 mph (16.56 Seconds).
- ISLIP SPEEDWAY**—Islip, N. Y.—1/5-mile paved; 60 Miles; July 15, 1964. Billy Wade—Spartanburg, S. C.; '64 Mercury; 51.100 mph.
- JEFKO SPEEDWAY**—Jefferson, Ga.—½-mile paved; 100 Miles; No. 3, 1968. David Pearson—Spartanburg, S. C.; '68 Ford; 90.694 mph (19.847 Seconds).
- KINGSPORT SPEEDWAY**—Kingsport, Tenn.—4/10-mile paved; 100 Miles; June 19, 1969. Bobby Isaac—Catawba, N. C.; '69 Dodge; 90.112 mph (15.98 Seconds).
- LANGLEY FIELD SPEEDWAY**—Hampton, Va.—4/10-mile paved; 100 Miles; May 18, 1968. Richard Petty—Randleman, N. C.; '68 Plymouth; 80.801 mph (17.82 Seconds).
- MARTINSVILLE SPEEDWAY**—Martinsville, Va.—½-mile paved; 250 Miles; Sept. 28, 1969. David Pearson—Spartanburg, S. C.; '69 Ford; 83.197 mph (21.635 Seconds).
- MICHIGAN INTERNATIONAL SPEEDWAY**—Irish Hills, Mich.—2-mile paved; 500 Miles; June 15, 1969. Cale Yarborough—Timmons ville, S. C.; '69 Mercury; 139.254 mph (44.962 Seconds).
- MIDDLE GEORGIA RACEWAY**—Macon, Ga.—.5479-mile paved; 274 Miles; Nov. 9, 1969. Bobby Isaac—Catawba, N. C.; '69 Dodge; 98.148 mph (20.097 Seconds).

**MONTGOMERY INTERNATIONAL SPEEDWAY**—Montgomery, Ala.—½-mile paved; 100 Miles; Dec. 8, 1968. Richard Petty—Randleman, N. C.; '68 Plymouth; 80.899 mph (22.25 Seconds).

**NEW ASHEVILLE SPEEDWAY**—Asheville, N. C.—1/3-mile paved; 100 Miles; May 31, 1968. Richard Petty—Randleman, N. C.; '68 Plymouth; 74.349 mph (16.14 Seconds).

**NEW THOMPSON SPEEDWAY**—Thompson, Ga.—¾-mile paved; 125 Miles; July 10, 1969. David Pearson—Spartanburg, S. C.; '69 Ford; 99.800 mph (22.545 Seconds).

**NORTH CAROLINA MOTOR SPEEDWAY**—Rockingham, N. C.—1-mile paved; 500.3 Miles; Oct. 26, 1969. LeeRoy Yarbrough—Columbia, S. C.; '69 Ford; 137.732 mph (26.582 Seconds).

**NORTH WILKESBORO SPEEDWAY**—North Wilkesboro, N. C.—¾-mile paved; 250 Miles; Apr. 20, 1969. Bobby Isaac—Catawba, N. C.; '69 Dodge; 106.731 mph (21.081 Seconds).

**OLD DOMINION SPEEDWAY**—Manassas, Va.—¾-mile paved; 188 Miles; Sept. 18, 1964. David Pearson—Spartanburg, S. C.; '64 Dodge; 74.626 mph.

**OXFORD PLAINS SPEEDWAY**—Oxford, Me.—1/3-mile paved; 100 Miles; July 9, 1968. Buddy Baker—Charlotte, N. C.; '68 Dodge; 67.835 mph (17.69 Seconds).

**RIVERSIDE INTERNATIONAL RACEWAY**—Riverside, Calif.—2.7-mile paved road course; 500 Miles; Jan. 21, 1968. Dan Gurney—Costa Mesa, Calif.; '68 Ford; 110.971 mph (1:27.59).

**SAVANNAH SPEEDWAY**—Savannah, Ga.—½-mile paved; 100 Miles; Oct. 17, 1969. Bobby Isaac—Catawba, N. C.; '69 Dodge; 86.095 mph (20.907 Seconds).

**SMOKY MOUNTAIN RACEWAY**—Maryville, Tenn.—½-mile paved; 100 Miles; June 6, 1968. David Pearson—Spartanburg, S. C.; '68 Ford; 88.583 mph (20.32 Seconds).

**SOUTH BOSTON SPEEDWAY**—South Boston, Va.—¾-mile paved; 100 Miles; Aug. 21, 1969. Bobby Isaac—Catawba, N. C.; '67 Dodge; 84.959 mph (15.89 Seconds).

**STATE FAIRGROUNDS SPEEDWAY**—Raleigh, N. C.—½-mile dirt; 100 Miles; June 26, 1969. Bobby Isaac—Catawba, N. C.; '69 Dodge; 72.942 mph (24.677 Seconds).

**TRENTON SPEEDWAY**—Trenton, N. J.—1½-mile paved; 300 Miles; July 13, 1969. Bobby Isaac—Catawba, N. C.; '69 Dodge; 132.668 mph (40.703 Seconds).

**VIRGINIA STATE FAIRGROUNDS**—Richmond, Va.—¾-mile paved; 187.5 Miles; Sept. 8, 1968. Richard Petty—Randleman, N. C.; '68 Plymouth; 103.178 mph (21.807 Seconds).

## Grey-Rock Covers Popular In NASCAR Circuit

When NASCAR's Grand National drivers and mechanics lined up their cars for the start of the National 500 on October 12 at Charlotte, North Carolina, a new safety feature had been added to pit row.

Instead of using fender covers, flags, coats, blankets or other make-shifts to keep out the sun's heat from the cockpits, they placed an aluminized asbestos cover, designed by Grey-Rock, over each windshield.

Heat is racing's worst enemy. That may not be evident to many racing fans, but the men who maintain cars know it. Heat involves engines, tires, brakes and the interior of the car. It can break down the car or the driver, costing him the race.

There are two times when interior heat is crucial. One is an uncontrollable temperature buildup inside the car during actual running of the race. It can reach 150°F. The other time is the heat buildup from the sun's rays shining through the windshield before the race—insignificant to most people, but very important to the drivers. It is this area where Grey-Rock saw a need and did something about it.

A windshield cover was designed to protect each car during idle hours before the start of each NASCAR Grand National Race. It's made of Silvabestos (20H120), an



**CARS ARE LINED UP** before the start of the National 500 at Charlotte, N. C., on October 12. Each windshield was covered with an aluminized asbestos cover to reduce intense heat buildup in the cockpit from the sun's rays. Covers can also be used to smother sudden pit stop fires, or as protective barrier against steaming hot radiator water. Grey-Rock has made a limited supply of these windshield covers for NASCAR drivers.

aluminized asbestos cloth manufactured by the Asbestos Textile Division of Raybestos-Manhattan.

The aluminized side of this windshield cover reflects heat. The cloth is the same type used in the manufacture of gloves and mitts where severe wear conditions are encountered and high resistance to heat is required.

A secondary feature of the windshield cover is the added safety protection it can provide should unexpected fires or radiator

steamups occur during a pit stop. Pit crews work against the clock. A sudden gasoline fire is always a danger. The windshield cover can be used to smother a fire fast, saving precious seconds, as well as affording protection against injury. It can also protect the pit crew from escaping radiator steam.

Grey-Rock, the brake linings manufacturer, is making Silvabestos windshield covers available in limited quantities to NASCAR drivers.

# NASCAR Grand Touring Qualifying Records Through 1969

- ALABAMA INTERNATIONAL MOTOR SPEEDWAY**—Talladega, Ala.—2.6-mile paved; 400 Miles; Sept. 13, 1969. Bunkie Blackburn—Daytona Beach, Fla.; '69 Mustang; 176.477 mph (54.25 Seconds).
- ASHEVILLE-WEAVERVILLE SPEEDWAY**—Weaverville, N. C.—½-mile paved; 100 Miles; Aug. 17, 1968. Tiny Lund—Cross, S. C.; '68 Cougar; 87.083 mph (20.67 Seconds).
- ATLANTA INTERNATIONAL RACEWAY**—Atlanta, Ga.—1½-mile paved; 250 Miles; Aug. 3, 1968. Paul Goldsmith—Munster, Ind.; '68 Camaro; 148.896 mph (36.267 Seconds).
- AUGUSTA RACEWAY**—Augusta, Ga.—½-mile paved; 100 Miles; Sept. 14, 1968. Tiny Lund—Cross, S. C.; '68 Cougar; 84.268 mph (21.36 Seconds).
- BATON ROUGE INTERNATIONAL SPEEDWAY**—Baton Rouge, La.—¾-mile paved; 200 Miles; May 26, 1969. Ken Rush—Winston-Salem, N. C.; '68 Camaro; 91.612 mph (24.56 Seconds).
- BELTSVILLE SPEEDWAY**—Beltsville, Md.—½-mile paved; 150 Miles; June 20, 1969. T. C. Hunt—Atlanta, Ga.; '68 Camaro and Tiny Lund—Cross, S. C.; '69 Cougar; 81.447 mph (22.10 Seconds).
- BRISTOL INTERNATIONAL SPEEDWAY**—Bristol, Tenn.—½-mile paved; 150 Miles; July 20, 1968. Bunkie Blackburn—Daytona Beach, Fla.; '68 Camaro; 85.714 mph (21.00 Seconds).
- CATAMOUNT STADIUM**—Milton, Vt.—1/3-mile paved; 100 Miles; Aug. 21, 1969. T. C. Hunt—Atlanta, Ga.; '68 Camaro (determined by qualifying race).
- CHARLOTTE MOTOR SPEEDWAY**—Charlotte, N. C.—1½-mile paved; 250 Miles; July 6, 1969. Pete Hamilton—Dedham, Mass.; '69 Camaro; 150.753 mph (35.82 Seconds).
- COLUMBIA SPEEDWAY**—Columbia, S. C.—½-mile dirt; 100 Miles; May 30, 1968. Donnie Allison—Hueytown, Ala.; '68 Mustang; 73.230 mph (24.58 Seconds).
- DARLINGTON INTERNATIONAL SPEEDWAY**—Darlington, S. C.—1-3/8-mile paved; 250 Miles; Aug. 31, 1968. Paul Goldsmith—Munster, Ind.; '68 Camaro; 143.018 mph (84.611 Seconds).
- DAYTONA INTERNATIONAL SPEEDWAY**—Daytona Beach, Fla.—3.81-mile paved road course; 250 Miles; July 4, 1969. Pete Hamilton—Dedham, Mass.; '69 Camaro; 105.200 mph (1:30.380).
- FAIRGROUNDS SPEEDWAY**—Nashville, Tenn.—½-mile paved; 100 Miles; Aug. 9, 1969. Bob Burcham—Chattanooga, Tenn.; '68 Camaro; 83.449 mph (21.57 Seconds).
- GREENVILLE-PICKENS SPEEDWAY**—Greenville, S. C.—½-mile dirt; 100 Miles; July 19, 1969. Tiny Lund—Cross, S. C.; '69 Cougar; 69.390 mph (25.94 Seconds).
- HICKORY SPEEDWAY**—Hickory, N. C.—4/10-mile paved; 120 Miles; July 26, 1969. Pete Hamilton—Dedham, Mass.; '69 Camaro; 87.912 mph (16.38 Seconds).
- HOLLAND INTERNATIONAL SPEEDWAY**—Holland, N. Y.—¾-mile paved; 100 Miles; Aug. 19, 1969. Tiny Lund—Cross, S. C.; '69 Cougar (determined by qualifying race).
- HUNTSVILLE SPEEDWAY**—Huntsville, Ala.—¼-mile paved; 100 Miles; Aug. 7, 1969. Tiny Lund—Cross, S. C.; '69 Cougar; 61.822 mph (14.558 Seconds).
- JACKSON INTERNATIONAL SPEEDWAY**—Jackson, Miss.—½-mile paved; 100 Miles; May 23, 1969. Pete Hamilton—Dedham, Mass.; '69 Camaro; 86.705 mph (20.76 Seconds).
- JEFKO SPEEDWAY**—Jefferson, Ga.—½-mile paved; 100 Miles; July 24, 1968. Tiny Lund—Cross, S. C.; '68 Cougar; 89.776 mph (20.05 Seconds).
- LAKEWOOD SPEEDWAY**—Lakewood, Ga.—1-mile dirt; 100 Miles; Oct. 12, 1969. Pete Hamilton—Dedham, Mass.; '69 Camaro; 88.343 mph (40.75 Seconds).
- LANGLEY FIELD SPEEDWAY**—Hampton, Va.—4/10-mile paved; 100 Miles; Nov. 16, 1969. Randy Hutchison—Newport News, Va.; '69 Camaro; 80.088 mph (17.98 Seconds).
- MICHIGAN INTERNATIONAL SPEEDWAY**—Irish Hills, Mich.—2-mile paved; 250 Miles; Aug. 16, 1969. Pete Hamilton—Dedham, Mass.; '69 Camaro; 151.946 (47.385 Seconds).
- MIDDLE GEORGIA RACEWAY**—Macon, Ga.—9/16-mile paved; 200 Miles; Sept. 28, 1969. Jim Paschal—High Point, N. C.; '69 Javelin; 96.171 mph (20.51 Seconds).
- NORTH CAROLINA MOTOR SPEEDWAY**—Rockingham, N. C.—1-mile paved; 250 Miles; Mar. 9, 1968. Tiny Lund—Cross, S. C.; '68 Cougar; 113.996 mph.
- NORTH WILKESBORO SPEEDWAY**—North Wilkesboro, N. C.—¾-mile paved; 150 Miles; Sept. 28, 1968. Tiny Lund—Cross, S. C.; '68 Cougar; 92.958 mph (21.793 Seconds).
- OXFORD PLAINS SPEEDWAY**—Oxford, Me.—1/3-mile paved; 100 Miles; Aug. 24, 1969. Russell Nelson—'68 Camaro (determined by qualifying race).
- SAVANNAH SPEEDWAY**—Savannah, Ga.—½-mile paved; 100 Miles; July 11, 1969. Butch Harden—'68 Camaro; 82.758 mph (21.75 Seconds).
- SMOKY MOUNTAIN RACEWAY**—Maryville, Tenn.—½-mile paved; 100 Miles; May 3, 1969. Wayne Andrews—'68 Cougar; 85.959 mph (20.94 Seconds).
- SOUTH BOSTON SPEEDWAY**—South Boston, Va.—¾-mile paved; 100 Miles; June 21, 1969. Pete Hamilton—Dedham, Mass.; '68 Camaro; 86.096 mph (15.68 Seconds).
- SUMMERVILLE SPEEDWAY**—Summerville, S. C.—4/10-mile dirt; 100 Miles; Aug. 7, 1968. Tiny Lund—Cross, S. C.; '68 Cougar; 68.214 mph (21.11 Seconds).
- VIRGINIA STATE FAIRGROUNDS**—Richmond, Va.—½-mile paved; 150 Miles; June 1, 1969. Tiny Lund—Cross, S. C.; '68 Cougar; 82.004 mph (21.95 Seconds).

# Leading NASCAR Modified Drivers For 1969

1. Bugs Stevens, Rehoboth, Mass.	7,524
2. Jerry Cook, Rome, N. Y.	7,298
3. Perk Brown, Eden, N. C.	6,108
4. Bob Santos, Millis, Mass.	5,334
5. Jimmy Hensley, Ridgeway, Va.	5,128
6. Fred DeSarro, Westerly, R. I.	4,602
7. Bill Hensley, Ridgeway, Va.	4,498
8. Don Millse, Winston-Salem, N. C.	4,368
9. Lou Lazzaro, Utica, N. Y.	4,278
10. Ray Hendrick, Richmond, Va.	4,104
11. Bernie Miller, Canastota, N. Y.	3,322
12. Hank Thomas, Winston-Salem, N. C.	3,200
13. Max Berrier, Winston-Salem, N. C.	3,190
14. Everett Edlund, Caruthers, Calif.	3,102
15. Leo Cleary, Hanover, Mass.	2,950
16. Lou Austin, Needham, Mass.	2,918
17. Rene Charland, Agawam, Mass.	2,606
18. Ed Flemke, Southington, Conn.	2,596
19. Jerry Thompson, Fresno, Calif.	2,576
20. Howard Kaeding, Campbell, Calif.	2,432
21. Paul Radford, Ferrum, Va.	2,432
22. Al Pombo, Calif.	2,158
23. Don Flynn, Woodstock, Conn.	2,140
24. Al Grinnan, Fredericksburg, Va.	2,090
25. Robert Berrier, Winston-Salem, N. C.	2,010
26. Dick Fowler, New Hartford, N. Y.	2,002
27. Sal Dee, New Haven, Conn.	1,988
28. Richie Evans, Rome, N. Y.	1,978
29. Shorty York, Mocksville, N. C.	1,956
30. Andy Romano, Johnstown, N. Y.	1,772
31. Steve Bealesio, Calif.	1,764
32. Joe Thurman, Rocky Mount, Va.	1,764
33. Smoky Boutwell, Pelham, N. H.	1,760
34. Bill Scott, Calif.	1,728
35. Pee Wee Jones, Clemmons, N. C.	1,602
36. Ron Narducci, Ballston Spa, N. Y.	1,586
37. Fred Schulz, Foxboro, Mass.	1,576
38. Ed Yerrington, Ledyard, Conn.	1,532
39. Dave Lape, Fort Plain, N. Y.	1,524
40. Dick Clark, Munnsville, N. Y.	1,518
41. Johnny Thompson, No. Stonington, Conn.	1,506
42. Ralph Brinkley, Lexington, N. C.	1,464
43. Phil Spiak, Troy, N. Y.	1,450
44. Hop Harrington, Wrentham, Mass.	1,424
45. Wayne Johnson, Eden, N. C.	1,388
46. Eddie Pienazek, Pattersonville, N. Y.	1,372
47. Bob Karvonen, Winchendon, Mass.	1,326
48. Jerry Frazier, Martinsville, Va.	1,314
49. Guy Chartrand, Quebec, Canada	1,278
50. Bill Slater, Hartford, Conn.	1,260
51. Ken Rush, High Point, N. C.	1,260
52. Ernie Gahan, Dover, N. H.	1,236
53. Bill Harman, Niantic, Conn.	1,230
54. Ken Platt, Taberg, N. Y.	1,212
55. Dave Gaul, Guilderland Center, N. Y.	1,194
56. Fred Harbach, Huntington Station, N. Y.	1,190
57. Bob Melnick, Newton Upper Falls, Mass.	1,128
58. Jerry Pennock, Warrensburg, N. Y.	1,098
59. Melvin Swisher, Kemersville, N. C.	988
60. Melvin Chilton, Eden, N. C.	988
61. Frank Burnham, So. Mills, N. C.	984
62. Dick Nephew, Mooers Forks, N. Y.	972
63. Dennis Giroux, Quebec, Canada	970
64. Sonny Seamon, Vernon Center, N. Y.	968
65. Lennie Pond, Prince George, Va.	942
66. Jack Malone, Needham, Mass.	910
67. Gene Bergin, Manchester, Conn.	894
68. Raymond Carter, Henry, Va.	892
69. Jim Hendrickson, Freeport, N. Y.	872
70. Don McCullough, Natick, Mass.	842
71. Roland Lapierre, Smithfield, R. I.	824
72. Doc Blanchard, Gloversville, N. Y.	806
73. Ray Sitterly, Amsterdam, N. Y.	790
74. George Hewitt, Uncasville, N. Y.	782
75. Tom Sutcliffe, Branford, Conn.	778
76. Charles Jarzombek, Calverton, Ky.	768
77. Art Tappen, Bethpage, N. Y.	754
78. Bill Schulz, Mansfield, Mass.	752
79. Joe Plowman, Lamarque, Texas	744
80. Red Farmer, Hueytown, Ala.	728
81. Ken Shoemaker, Albany, N. Y.	710
82. Bill Spade, Massapequa, N. Y.	706
83. George Peters, Huntington, N. Y.	697
84. Dick Montgomery, Winston-Salem, N. C.	694
85. Buddy Picard, Voorheesville, N. Y.	688
86. Ronnie Chumley, Magnolia, Texas	684
87. James Call, Winston-Salem, N. C.	664
88. Ron Newman, Utica, N. Y.	660
89. Marcel Corriveau, Gifford, Que.	652
90. Mike Murphy, Waburn, Mass.	650
91. Bruce Dostal, Johnstown, N. Y.	650
92. Bill White, Temple, Texas	643
93. Jimmy Tori, Hampton, Va.	642
94. Booker Jones, E. Longmeadow, Mass.	640

## Past NASCAR Modified Champions

Year	Champion	Points
1948	Red Byron, Atlanta, Ga.	
1949	Fonty Flock, Atlanta, Ga.	
1950	Charles Dyer, North Bergen, N. J.	1,008.75
1951	Wally Campbell, Trenton, N. J.	2,356.25
1952	Frankie Schneider, Lambertville, N. J.	5,165
1953	Joe Weatherly, Norfolk, Va.	6,466
1954	Jack Choquette, W. Palm Beach, Fla.	5,402
1955	Bill Widenhouse, Midland, N. C.	3,086
1956	Red Farmer, Hialeah, Fla.	4,272
1957	Ken Marriott, Baltimore, Md.	3,324
1958	Budd Olsen, Paulsboro, N. J.	3,542
1959	Dill Guthrie, Washington, D. C.	2,120
1960	Johnny Roberts, Baltimore, Md.	4,514
1961	Johnny Roberts, Baltimore, Md.	5,752
1962	Eddie Crouse, Glen Allen, Va.	5,044
1963	Eddie Crouse, Glen Allen, Va.	5,930
1964	Bobby Allison, Hueytown, Ala.	5,756
1965	Bobby Allison, Hueytown, Ala.	6,324
1966	Eddie Gahan, Dover, N. H.	6,560
1967	Bugs Stevens, Rehobeth, Mass.	8,207
1968	Bugs Stevens, Rehobeth, Mass.	6,452
95.	Jack Reinhard, Centereach, N. Y.	632
96.	Gerald Compton, Martinsville, Va.	632
97.	Joe Jones, Winston-Salem, N. C.	630
98.	Ken Kutney, Beverly, Mass.	626
99.	James Myers, Mocksville, N. C.	618
100.	Ted Wesnofske, Huntington Station, N. Y.	614
101.	Bill O'Keefe, W. Haven, Conn.	594
102.	Gaston Desmarias, Tupper Lake, N. Y.	586
103.	Bob Bacchiochi, Dover, Mass.	576
104.	Rich Zagata, Ballston Lake, N. Y.	574
105.	Jerry Dosti, Guilford, Conn.	570
106.	Munson Stodder, Houston, Texas	564
107.	Walter Ballard, Houston, Texas	562
108.	Ray Miller, E. Granby, Conn.	560
109.	Glenn McGee, Thomasville, N. C.	554
110.	Robbie Kotary, Rome, N. Y.	548
111.	Al Hansen, Islip Terrace, N. Y.	548
112.	Gordon Heintschel, Wharton, Texas	540
113.	Moe Gherzi, New Britain, Conn.	538
114.	George Wagner, Levittown, N. Y.	536
115.	Lloyd Ashby, Martinsville, Va.	536
116.	Richie Gomes, Brentwood, N. Y.	532
117.	Billy Perran, Houston, Texas	521
118.	Lee Cade, Sweezy, Texas	520
119.	George Savary, Westwood, Mass.	512
120.	Bob Langevin, N. Hampton, Mass.	504
121.	Gene Siuzdak, Centereach, N. Y.	494
122.	Mousey Kempster, Middle Island, N. Y.	482
123.	R. E. Brim, Mt. Airy, N. C.	478
124.	Dennis Wray, Hopewell, Va.	468
125.	Dave Kotary, Rome, N. Y.	468
126.	Bill Greco, W. Haven, Conn.	464
127.	Gene Hutchinson, Newport News, Va.	460
128.	Ken Canestrari, Waterford, N. Y.	456
129.	Barney Mattie, E. Braintree, Mass.	452
130.	Butch LaFrance, E. Islip, N. Y.	444
131.	Herb Hulse, Baiting Hollow, N. Y.	438
132.	Joey Kay, Sturbridge, Mass.	438
133.	Don Wayman, Cobleskill, N. Y.	436
134.	Dick Elliott, Holbrook, Mass.	436
135.	Louis Spurgeon, Houston, Texas	432
136.	Bruce Warren, Virginia Beach, Va.	420
137.	Bubba Beck, Lexington, N. C.	416
138.	Marty Himes, Bayshore, N. Y.	414
139.	Dick Watson, Clinton, Conn.	396
140.	Jimmy Willis, Houston, Texas	394
141.	Ted Stack, Tucker Hill, Conn.	390
142.	Bob Lamoreaux, Bayshore, N. Y.	382
143.	Bill Henry, Oneida, N. Y.	380
144.	Walter Scott, Baston, Mass.	378
145.	Frank Faria, E. Providence, R. I.	378
146.	Anthony Terry, Claudville, Va.	376
147.	Harold Ormsby, Schuyler Falls, N. Y.	370
148.	John Kollar, Johnstown, N. Y.	368
149.	Martin Bezema, Wrentham, Mass.	364
150.	Cliff Tyler, Cutchogue, N. Y.	364
151.	Ron Brasher, Houston, Texas	364
152.	Robert Combs, Hillsville, Va.	364

# 1969 NASCAR Late Model Sportsman Standings

1. Red Farmer, Hueytown, Ala.	8,276
2. Harry Gant, Taylorsville, N. C.	5,495
3. Freddy Fryar, Baton Rouge, La.	5,170
4. Ronnie Daniel, Lynchburg, Va.	4,454
5. Sonny Hutchins, Richmond, Va.	4,392
6. Haskell Willingham, Columbia, S. C.	4,285
7. Glenn Guthrie, Temple Hills, Md.	4,196
8. Sam Sommers, Savannah, Ga.	3,928
9. Tiny Lund, Cross, S. C.	3,846
10. Jerry Lawley, Hueytown, Ala.	3,566
11. Alton Jones, Pleasant Grove, Ala.	3,430
12. Bill Hollar, Burlington, N. C.	3,391
13. Flooky Buford, Thompson Station, Tenn.	2,888
14. Bobby Allison, Hueytown, Ala.	2,614
15. John Meeker, Glen Burnie, Md.	2,484
16. Ray Hendrick, Richmond, Va.	2,301
17. Tommy Houston, Conover, N. C.	2,262
18. John Soares, Hayward, Calif.	2,240
19. Vern Willhoite, Livingston, Calif.	2,232
20. Dennis Moomjean, Merced, Calif.	2,220
21. Ray Johnstone, Calif.	2,176
22. Gary Pacheco, Calif.	2,149
23. Tommy Porter, Savannah, Ga.	2,144
24. Bob Burcham, Rossville, Ga.	2,114
25. David Sisco, Nashville, Tenn.	2,110
26. Lon Williams, Calif.	2,086
27. Eddie Royster, Middleburg, N. C.	2,073
28. Bob Ballantine, Ellicott City, Md.	2,036
29. Friday Hassler, Chattanooga, Tenn.	2,030
30. Joe Westerman, Baltimore, Md.	2,018
31. Charlie Wierman, Stewartstown, Pa.	2,000
32. Paul Radford, Ferrum, Va.	1,991
33. Bill Brown, Calif.	1,974
34. Jim Mairs, Oxon Hill, Md.	1,974
35. Charles Binkley, Nashville, Tenn.	1,972
36. Jack Ingram, Asheville, N. C.	1,947
37. Buzzy Turner, Washington, Ga.	1,941
38. Jimmy Griggs, Danelson, Tenn.	1,902
39. Carlton Coleman, Fredericksburg, Va.	1,900
40. Donnie Anthony, Pleasant Grove, Ala.	1,808
41. Gene Glover, Kingsport, Tenn.	1,806
42. Bill Dennis, Glen Allen, Va.	1,799
43. Nick Sinclair, Charlotte, N. C.	1,796
44. Bobby Walker, Nashville, Tenn.	1,768
45. Eldon Yarbrough, Jacksonville, Fla.	1,767
46. Joe Holley, Prairieville, La.	1,731
47. Ted Hairfield, Richmond, Va.	1,724
48. Joe Edd Neubert, Knoxville, Tenn.	1,716
49. Bo Anthony, Pleasant Grove, Ala.	1,692
50. Don Bumgardner, Kings Mt., N. C.	1,686
51. Joe Thurman, Rocky Mt., Va.	1,686
52. Bill Morton, Nashville, Tenn.	1,684
53. L. D. Ottinger, Newport, Tenn.	1,627
54. Charlie Higdon, Lavergne, Tenn.	1,616
55. Bud Moore, Charlotte, N. C.	1,611
56. Wayne McConnell, Marietta, Ga.	1,604
57. James Burnette, Union, S. C.	1,589
58. Buck Baker, Charlotte, N. C.	1,582
59. Hank Maxwell, Newport, Tenn.	1,575
60. Hoss Ellington, Wilmington, N. C.	1,564
61. Bob Leach, Tucker, Ga.	1,555
62. Jay Gonzales, Baton Rouge, La.	1,549
63. Gene Payne, Owensboro, Ky.	1,526
64. Buddy Young, Fairfax, Va.	1,506
65. Ned Setzer, Claremont, N. C.	1,503
66. J. W. Boatwright, Rayle, Ga.	1,454
67. Don Hicks, Scottsboro, Ala.	1,450
68. Bosco Lowe, W. Asheville, N. C.	1,440
69. Harvey Henderson, Silver Spring, Md.	1,428
70. Bobby Jones, Greenville, S. C.	1,427
71. Francis Yates, Hyattsville, Md.	1,396
72. James Bozeman, Augusta, Ga.	1,391
73. Warren Hughes, Baton Rouge, La.	1,357
74. Bill Sternenberg, Birmingham, Ala.	1,356
75. Dave Mader, Homewood, Ala.	1,318
76. George Bonec, Nashville, Tenn.	1,316
77. Jimmy Griffin, Eden, N. C.	1,306
78. Ray Putnam, Baton Rouge, La.	1,297
79. Robert Hoffman, Augusta, Ga.	1,293
80. Jim Hunter, Knoxville, Tenn.	1,250
81. Vincent McWhirt, Fredericksburg, Va.	1,250
82. Jimmy Deason, Greenwood, S. C.	1,232
83. Gary Cook, Antioch, Tenn.	1,230

## Past NASCAR Sportsman Champs

Year	Champion	Points
1950	Mike Klapak, Warren, Ohio	3,715.75
1951	Mike Klapak, Warren, Ohio	4,218.5
1952	Mike Klapak, Warren, Ohio	7,280
1953	Johnny Roberts, Brooklyn, Md.	5,692
1954	Danny Graves, Modesta, Calif.	5,992
1955	Billy Myers, Gernanton, N. C.	4,810
1956	Ralph Earnhardt, Kannapolis, N. C.	4,272
1957	Ned Jarrett, Newton, N. C.	3,916
1958	Ned Jarrett, Newton, N. C.	4,494
1959	Rick Henderson, Petaluma, Calif.	4,136
1960	Bill Wimble, Libson, N. Y.	5,680
1961	Dick Nephew, Mooers Forks, N. Y.	5,578
(Tie)	Bill Wimble, Libson, N. Y.	5,578
1962	Rene Charland, Agawam, Mass.	5,708
1963	Rene Charland, Agawam, Mass.	6,622
1964	Rene Charland, Agawam, Mass.	6,236
1965	Rene Charland, Agawam, Mass.	5,614
1966	Don MacTavis, Dover, Mass.	8,964
1967	Pete Hamilton, Dedham, Mass.	8,188
1968	Joe Thurman, Rocky Mount, Va.	4,608
84.	Clarence Ogle, Swannanoa, N. C.	1,213
85.	Herman Wells, Petersburg, Va.	1,212
86.	P. B. Crowell, Franklin, Tenn.	1,192
87.	Ronnie Blasingham, Lawrenceburg, Tenn.	1,180
88.	George Williams, White Marsh, Md.	1,174
89.	Joe Smith, Amelia, Va.	1,167
90.	Richard Brown, Claremont, N. C.	1,152
91.	Bernie West, Brentwood, Md.	1,138
92.	Hank Thomas, Winston-Salem, N. C.	1,130
93.	Tommy Brown, Black Mtn., N. C.	1,130
94.	Henry Brook, McCalla, Ala.	1,128
95.	Jackie Rogers, Wilmington, N. C.	1,118
96.	Don Tomberlin, Warner Robins, Ga.	1,110
97.	Donnie Allison, Hueytown, Ala.	1,106
98.	James Veach, Nashville, Tenn.	1,096
99.	Harold Martin, Collinsville, Va.	1,092
100.	Jack McDonald, Richmond, Va.	1,091
101.	Bob Pressley, Asheville, N. C.	1,088
102.	Blaine Hall, Hickory, N. C.	1,087
103.	Ben Pruitt, Nashville, Tenn.	1,080
104.	Jim Crow, Williamsburg, Va.	1,052
105.	Reds Kagle, Lanham, Md.	1,040
106.	Tom McCurry, Asheville, N. C.	1,040
107.	Robert Wales, Pleasant Grove, Ala.	1,040
108.	Jackie Fox, Asheville, N. C.	1,002
109.	Charlie Clouse, Asheville, N. C.	984
110.	Jim McNeal, Charleston, S. C.	984
111.	Wayne Niedecker, Pensacola, Fla.	984
112.	Darrell Waltrip, Owensboro, Ky.	978
113.	Earl Moss, Creedmore, N. C.	954
114.	Frank Brantley, Savannah, Ga.	950
115.	Tommy New, Tucker, Ga.	944
116.	Armond Holley, Pensacola, Fla.	938
117.	Wayne Andrews, Staley, N. C.	922
118.	Charles Stinson, Gladstone, Va.	921
119.	Carl Horton, Grafton, N. C.	898
120.	Gary Finley, Huntsville, Ala.	894
121.	Pee Wee Wentz, Danville, Va.	890
122.	Stoney Gamble, Bessemer, Ala.	886
123.	Pee Wee Elben, Bowie, Md.	884
124.	Joe Mangrum, Tennessee	880
125.	Katron Sosebee, Lilburn, Ga.	880
126.	Wayne Lambeth, Winston-Salem, N. C.	873
127.	Doug Chester, Lenoir, N. C.	872
128.	Glen Simpkins, Raleigh, N. C.	864
129.	Donnie Carter, Chattanooga, Tenn.	852
130.	Bill Smith, Alexander, N. C.	846
131.	Ralph Lewis, New Castle, Ala.	828
132.	Jeff Hawkins, Greenville, S. C.	822
133.	Dorman Adams, Murfreesboro, Tenn.	810
134.	Royce Whitlock, W. Monroe, La.	810
135.	J. C. Spradley, Gloverville, S. C.	806
136.	Ray Stafford, Black Mtn., N. C.	804
137.	Mel Bradley, Richmond, Va.	804
138.	Bobby Prather, Milledgeville, Ga.	800
139.	Baxter Price, Monroe, N. C.	798
140.	John Brue, Raleigh, N. C.	796
141.	John Matthews, Raleigh, N. C.	792
142.	Bunkie Blackburn, Daytona Beach, Fla.	784

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