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May 1972

DEAR RACING FANS:

We are happy to have you here with us for the thirteenth annual running of our World 600 NASCAR Winston Cup Grand National race. We have been preparing for your visit with us and have made every effort to assemble the best of drivers and machines to compete in this longest of all stock car races.

Since the National 500 race last fall we have been making several improvements to our facilities to make each of your visits more comfortable and enjoyable. The new Trylon electric scoreboard by Conrac has been constructed to keep each of you better informed on the progress of the race. For the race fans in the infield area we have constructed the new, 4,000 square foot rest room facilities. Much time and material has also been put into additional landscaping in many areas of the speedway grounds.

The newest addition to our racing complex is the recently completed motorcycle motocross facility located behind the East grandstands. With this track we can now offer stock car, drag and motorcycle events.

As we continue our improvement programs we always remain open to your ideas and suggestions. The facilities are for your enjoyment and comfort.

We trust you will enjoy your World 600 visit and will have a safe journey back to your home. Please plan to return for the National 500 race on October 8 and the World Record IHRA Drag Championships here on October 28-29.

It is our pleasure to have you here with us, enjoy your visit and come back often.

Sincerely,

Fred Wilson
President

Richard Howard
Vice President and
General Manager

"EXCITING THINGS HAPPEN AT CHARLOTTE MOTOR SPEEDWAY"



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WARNING To 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. Please abide by all safety regulations of the track.

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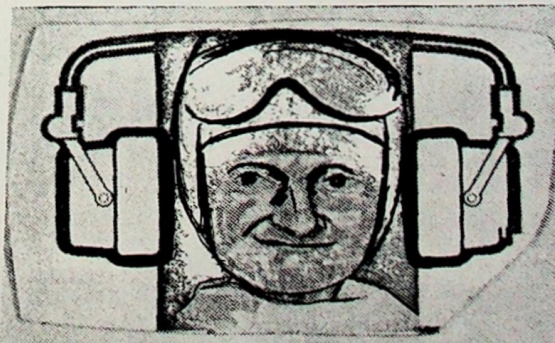
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In Memoriam



ALFRED "SPEEDY" THOMPSON

One year ago this month, Alfred "Speedy" Thompson started a Chevrolet in the 12th annual World 600. That race represented a comeback of sorts for the Monroe, N. C., veteran, who had won the first annual National 400 here in the fall of 1960.

That 1971 World 600 was also to be Thompson's final race on the high banks of Charlotte Motor Speedway. He died of a heart attack in April of 1972 while competing in a late model sportsman race at a half-mile clay track in Concord, some 10 miles from CMS.

Thompson was one of the pioneers of stock car racing in the Southeast, first establishing himself as one of the top stars in NASCAR's Grand National division when he won the prestigious Southern 500 at Darlington, S. C., in 1957. Consistency was a trademark of Thompson's as he repeatedly finished high in the NASCAR point standings, taking third place for four consecutive seasons (1956-1959).

Thompson's name remains in the record book to be remembered with such other stars of the 1950's and 1960's as Buck Baker, Marvin Panch, Lee Petty and Cotton Owens. His total of 19 career victories places him 18th on the all-time Grand National list.



RAYMOND "FRIDAY" HASSLER

Raymond "Friday" Hassler never won a NASCAR Grand National race during nine seasons of competition before his stock car racing career came to an abrupt end in a qualifying event for the Daytona 500 in February of 1972. But the loss of the quiet little man from Chattanooga, Tenn., was mourned by countless fans, the men he competed against and all who in one way or another were associated with him in the auto racing world.

Hassler, a 36-year-old father of four, was a small man in stature at 5-8 and 190 pounds. But to the men he lived with and raced against he stood tall. Friday went about the business of racing that he loved so much in an unassuming, soft spoken manner and was always ready to lend assistance to any who needed it.

"I hurt for Friday Hassler," said Chevrolet super star Bobby Allison, who went on to win that 125-mile qualifying event following Hassler's crash. "He loved this sport and he gave a lot to it. But the only thing we can do for him is to keep on racing, as he would have done."

Hassler started 29 GN events in 1971, winning a career high of \$32,825. He was also a well-known and highly-regarded competitor in late model sportsman races for many years.

Throw away your rearview mirror. Parascope is coming!



You're looking at something you've never seen before. The field of vision from a Para-Vue Parascope, an amazing new concept in vehicular optics. (Those dotted lines show you what you're used to seeing in most ordinary rearview mirrors.) The Parascope doesn't give you a rear view; it gives you a rear panorama. So you'll always know what's going on behind your back.

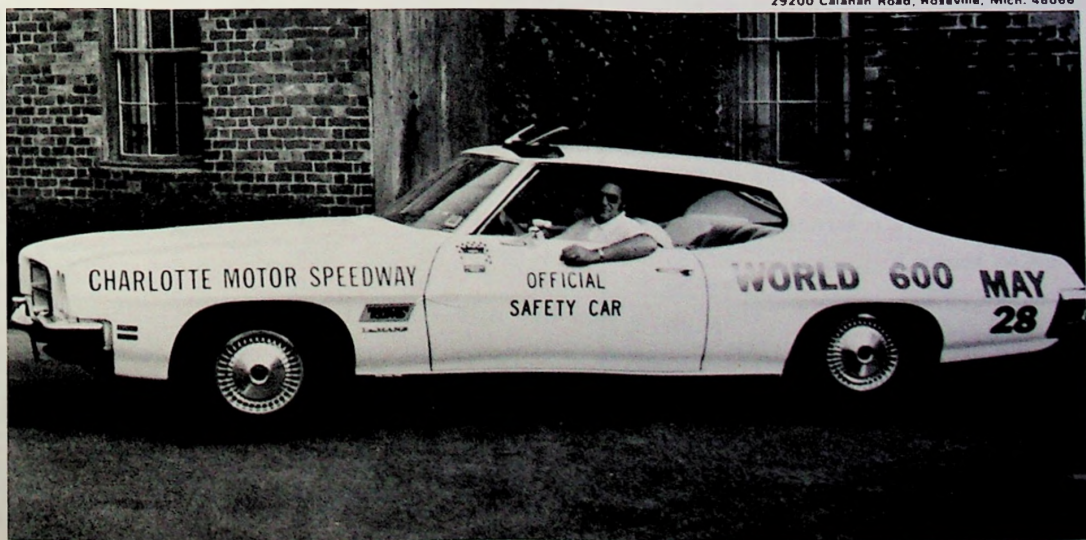
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1972 WINSTON CUP GRAND NATIONAL POINT STANDINGS THRU MAY 21, 1972

DRIVER	POINTS	STARTS	WINS	TOP 5	TOP 10	MONEY WON
1 Richard Petty.....	2953.15	11	4	9	10	\$81,965
2 James Hylton.....	2849.20	11	0	3	10	26,425
3 Bobby Allison.....	2694.10	11	2	7	8	68,560
4 Benny Parsons.....	2625.05	11	0	3	7	25,040
5 Elmo Langley.....	2519.40	11	0	0	5	15,105
6 Cecil Gordon.....	2409.05	11	0	2	5	12,720
7 Bobby Isaac.....	2329.70	11	1	7	7	60,620
8 Frank Warren.....	2260.90	11	0	0	1	10,730
9 Henley Gray.....	2166.25	11	0	0	0	10,460
10 John Sears.....	2044.15	9	0	0	4	10,420
11 Jabe Thomas.....	1948.25	9	0	0	3	10,520
12 Dean Dalton.....	1916.05	9	0	0	0	8,600
13 Walter Ballard.....	1897.60	11	0	0	2	10,025
14 Dave Marcis.....	1889.55	9	0	3	4	12,210
15 Ben Arnold.....	1837.10	8	0	0	0	9,120
16 Charlie Roberts.....	1832.70	9	0	0	0	8,345
17 Raymond Williams.....	1795.65	11	0	0	1	10,075
18 Richard Brown.....	1729.75	8	0	1	1	9,585
19 J. D. McDuffie.....	1677.75	9	0	0	0	8,390
20 Ed Negre.....	1631.60	9	0	0	0	7,190
21 Bill Champion.....	1604.30	8	0	0	1	7,695
22 Jim Vandiver.....	1535.25	10	0	2	2	21,195
23 David Pearson.....	1372.85	5	2	3	4	45,755
24 Buddy Baker.....	1372.15	6	0	2	3	26,115
25 David Boggs.....	1342.00	8	0	0	0	7,785
26 LeeRoy Yarbrough.....	1192.75	7	0	2	5	13,475
27 George Altheide.....	1180.50	5	0	0	0	6,245
28 Joe Frasson.....	1150.25	5	0	1	2	11,335
29 Neil Castles.....	1042.85	7	0	0	1	5,620
30 Larry Smith.....	950.20	6	0	0	1	5,140
31 Buddy Arrington.....	941.05	6	0	0	2	7,145
32 Ron Keselowski.....	908.00	6	0	0	0	5,900
33 Bill Dennis.....	864.75	7	0	1	1	5,890
34 Coo Coo Marlin.....	818.00	4	0	0	1	5,270
35 G. C. Spencer.....	717.90	4	0	0	1	3,630

Other Races Won By: A. J. Foyt (2)

Note: Money shown includes payout of the \$20,000 first leg of the Winston Cup. Including: Richard Petty—\$10,000; James Hylton—\$4,000; Bobby Allison—\$3,000; Benny Parsons—\$2,000 and Elmo Langley—\$1,000.

WORLD 600 POINTS: Winner receives 100 championship points, second 98, third 96, etc. dropping by two points per position. Each entrant will also receive lap points on the basis of .75 points for each lap completed.

SPECIAL STP BONUS FOLLOWS WORLD 600: Following the completion of the 13th annual World 600 race, STP is rewarding the leading drivers with a special bonus fund of \$20,000. The money will be divided as follows: 1st—\$10,000; 2nd—\$4,000; 3rd—\$2,000; 4th—\$1,000 and 5th thru 10th—\$500 each.

EIGHT HORSEPOWER ADDED TO WORLD 600 WITH THE ANHEUSER- BUSCH CHAMPION CLYDESDALE TEAM



In 1933 the late August A. Busch, Sr., while witnessing the six-horse hitch classes at the International Livestock Exposition at Chicago, conceived the idea of a draft horse hitch to advertise his famous beers BUDWEISER® and MICHELOB®. However, he wanted something more spectacular and selected an eight-horse hitch of Champion Clydesdales. It is easy to admire any good horse, but when people look at the Clydesdales, they fairly gasp at their size.

The thunder of their hooves on the pavement attracts attention more than a motor horn. Their immense size makes average horses appear as dwarves by comparison. Their brass-trimmed wagon which the team pulls rumbles over the street like thunder.

Hundreds of thousands of persons all over the United States have seen these beautiful Clydesdales. One of the things that never fails to thrill spectators is the ease and agility with which these huge animals move about despite their size and weight of approximately a ton each. Another thing that amazes spectators is the intelligence with which the Clydesdales respond to directions. The driver holds four reins laced through his fingers on each hand, thereby giving him individual control of each horse. Learning to drive the team requires long training.

Scotch by ancestry, the Clydesdales are purchased in Scotland, Canada, Illinois, and Iowa. They are usually three to four years old when purchased.

The Anheuser-Busch Champion Clydesdales are the most widely-traveled horses in the United States. The Caravans are transported in five large, special built vans, 38' long x 8' wide. Three horse vans—four horses in two vans, and two in the third, with all stalls facing forward and so arranged that they cannot be pushed off their balance, one van for the huge brass-trimmed wagon, and one van for the portable stalls and other miscellaneous equipment. The average mileage traveled by the Caravan in a year is approximately 20,000 miles and showings in approximately 50 cities.

Food for the Clydesdales consists of oats and hay. A bucket of oats mixed with black-strap molasses, beet pulp, and bran is given each horse several times a day. Within limitations of good health, the horses are permitted to have as much hay as they want.

It is also necessary to politely ask the visitors not to pat the horses' noses. Rubbing a horse's nose is one of the most widespread errors kindhearted people make. It has a tendency to irritate the animal's nose and make him uncomfortable in harness. Incidentally, the horses' harness is always checked to be sure that it fits properly and does not cause any irritation. The harness for one eight-horse team costs \$5,000, and is, of course, entirely handmade.

The average weight of these Clydesdales is 2,000 pounds each. The average age is 8 years. The average height 17 hands. (A hand is four inches.)

Their shoes are all handmade by our horseshoer. It requires a piece of steel 22" x 1½" x ½" to make one shoe.

St. Louis is their home city, and while in St. Louis, they are kept in the old private stables of the Busch family, where they kept their own personal driving horses and carriages before the motor age.

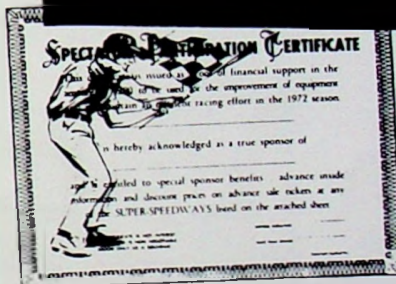
Each Caravan has a personnel of seven: driver, four grooms, and two tack men (they take care of the harness.) Sleeping quarters for the men are provided in front of the trailers; two or three men stay with the horses at all times—and some of our men have been doing this for many years.

The Dalmatian mascot became a part of the Clydesdale hitch in 1953. On parade, the dog usually rides atop the wagon on the seat with the driver.

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SEEMS LIKE YESTERDAY

By **BOB MOORE**
Motorsports Writer, The Charlotte Observer

Ten years can seem like a lifetime ago or a period of time which seems like was only yesterday.

Let's take a moment to think about 1962. What memories do you have of that year. Does it seem like a decade has passed since Richard Nixon was running for governor of California? Or do you remember John Fitzgerald Kennedy occupying the White House as if it were only a couple of days ago?

The year 1962 was one in which hardly anyone talked about pollution. Most people didn't even know what the word meant.

Kent State was the most unknown school of its size (15,000 students at the time) in the country. If you were a graduate of the Ohio school and someone asked where you went to college and you replied Kent State, they would reply "Oh, Penn State. Good school."

The Civil Rights Movement was still in its early stages. Martin Luther King was leading sit-ins and marches across the South, mostly in Alabama.

And speaking of Alabama, no one knew of George Wallace at that time.

The governor of North Carolina was Terry Sanford and running for president was hardly more than a small idea buried deep in the minds of Sanford and Wallace.

Robert Young was starting in a top-rated television show, but it was called "Father Knows Best" not "Marcus Welby, M.D."

And there was a second pro football league which no one thought would be alive come 1963.

President Kennedy has predicted the U.S. would land on the Moon before the 1960s came to a conclusion. But the country's space program was still in its infant stages and no one was too confident of making Kennedy's forecast come true.

In fact, on the same day as the World 600 of that year, Scott Carpenter gave the people around the country and his fellow astronauts quite a scare.

His Aurora 7 Spaceship ran out of fuel as it began its critical re-entry into the atmosphere following his third orbit. For several minutes—which seemed like hours—the country held its breath fearing the worst and hoping for the best.

Their prayers were answered as Carpenter landed safely.

The war in Southeast Asia shared the headlines on that May day, but the U.S. was still a long way from being as totally involved as the country was to get.

The story on page one of The Charlotte Observer that morning told of Pro-Communist forces breaking loose in the northwestern Front (in Laos) and overrunning government outposts outside Houei Jai near Thailand's border. But there was no mention of U.S. troops doing any of the fighting.

On page two, the headlines read: "East, West Berlin Police Duel; Refugee Dies."

There was also a story of teenager in Kansas murdering his aunt, uncle and three cousins—for no apparent reason.

As now, the headlines rarely told about the good or enjoyable happenings of that year.

Are you beginning to remember 1962? Are the memories—whether good or bad ones—starting to unfold in your memory bank?

If you were an auto racing buff back then, you might have come to the World 600 at Charlotte Motor Speedway. And if you came early and decided to take in a movie on the eve of the race you probably would have gone to see "Five-Finger Exercise" with Rosalind Russell and Maximilian Schell or "Walk On The Wild Side" with Barbara Stanwyck, Laurence Harvey and Jane Fonda or "Cape Fear" with Gregory Peck, Robert Mitchum and Polly Bergen.

And if you bought a CMS program on the day of the race, it was

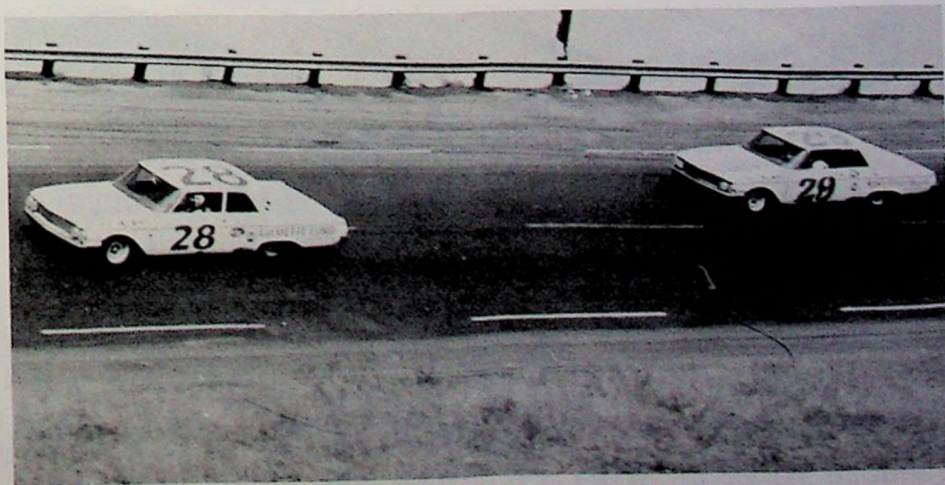
60 pages thick with no color pictures. And the stories you would have read would include "World 600 Winner Always A Question Mark", "Pearson Says—World 600 Tough Race Against Some Great Drivers", "Weatherly Is Man To Beat For NASCAR Championship", and "Roberts Needs Charlotte Win for Grand Slam."

As was the custom that year Fireball Roberts was sitting on the 600 pole position in the No. 22 Pontiac built by Banjo Matthews. David Pearson, Banjo Matthews and Joe Weatherly occupied the

continued on page 52



NELSON STACY
1962 WORLD 600 WINNER
Now a rancher in Florida.



Fred Lorenzen's #28 chased by former tanker Nelson Stacy.



The list of improvements for the fan keeps right on growing at Charlotte Motor Speedway.

The latest addition to the facilities at CMS is a new trilon scoreboard, designed to offer the fan the most up-to-date information in the shortest time possible on the progress of the leaders of the race. Developed by Conrac Corporation, the board shows the lap of the leader and the cars running in the first five positions.

The scoreboard is operated by a person in the scoring stand with the NASCAR scorers, thus making the fan immediately aware of changes in standings as they occur.

The 61 foot high structure has four foot high lighted numbers and is built on a concrete base that weighs 120,000 pounds.

Another advantage the electronic information focal point has for competitors and fans is the lighted bar beside each car number that gives the laps behind the leader of each car.

Advertising space is available atop the trilon for business firms wanting to put their message before the nation's race fans.

You'll find the ... *Look of LUV*

Monte Carlo



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in Style ... in Value**

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TERMS**

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NEWTON, N. C.

PEARSON AND THE WOODS

THEY'RE SEEKING CMS VICTORY LANE, AGAIN

By BOB MYERS
Motorsports Writer
The Charlotte News

David Pearson's first Grand National victory was scored right here at Charlotte Motor Speedway. Pearson won the 1961 World 600 and went on to become the first driver to win three majors in one season. Driving Pontiacs built by famed Ray Fox, Pearson went on to win the Firecracker 250 at Daytona Speedway and the Dixie 400-miler at Atlanta. Although those were his only triumphs in 19 starts, Pearson earned \$49,500.

The Wood brothers scored at CMS before Pearson. With the late Speedy Thompson, who died of a heart attack during a short-track race in Charlotte earlier this year, at the wheel, the Woods' Ford captured the National 400-miler in 1960.

So, the veteran Pearson and the irrepressible Woods, Glen and Leonard the principals of the Stuart, Va. clan, who have teamed for this year's 600 took two of the first three races staged at the speedway.

Now for the surprising bit of news.

Neither Pearson nor a Wood brothers-prepared car has won here since, and that's a statistic that is rivaled only by Richard Petty's failure to scratch at CMS during his illustrious career.

It's ironic, for Pearson has driven more miles here than any other competitor — 8,578.5 and in his 21 starts is No. 5 in money won, \$81,425.

There may be some consolation, though. The 37-year-old Spartanburg driver has fared better in the

600 than he has the 400-500. For the record, Pearson's finish position in the 600 reads like this: 10, 1, 7, 5, 8, 17, 2, 4, 42, 14, 34. Runner-up honors came in 1967 in a Holman-Moody Ford. The 42nd was recorded in 1969 when his Ford climbed the rail between the third and fourth turns, straddled it, threatened to leave the premises, then came back inside. That incident prompted speedway officials to name a portion of the guard rail in David's honor. Those who check figures closely might have noticed that Pearson did not compete in 1965.

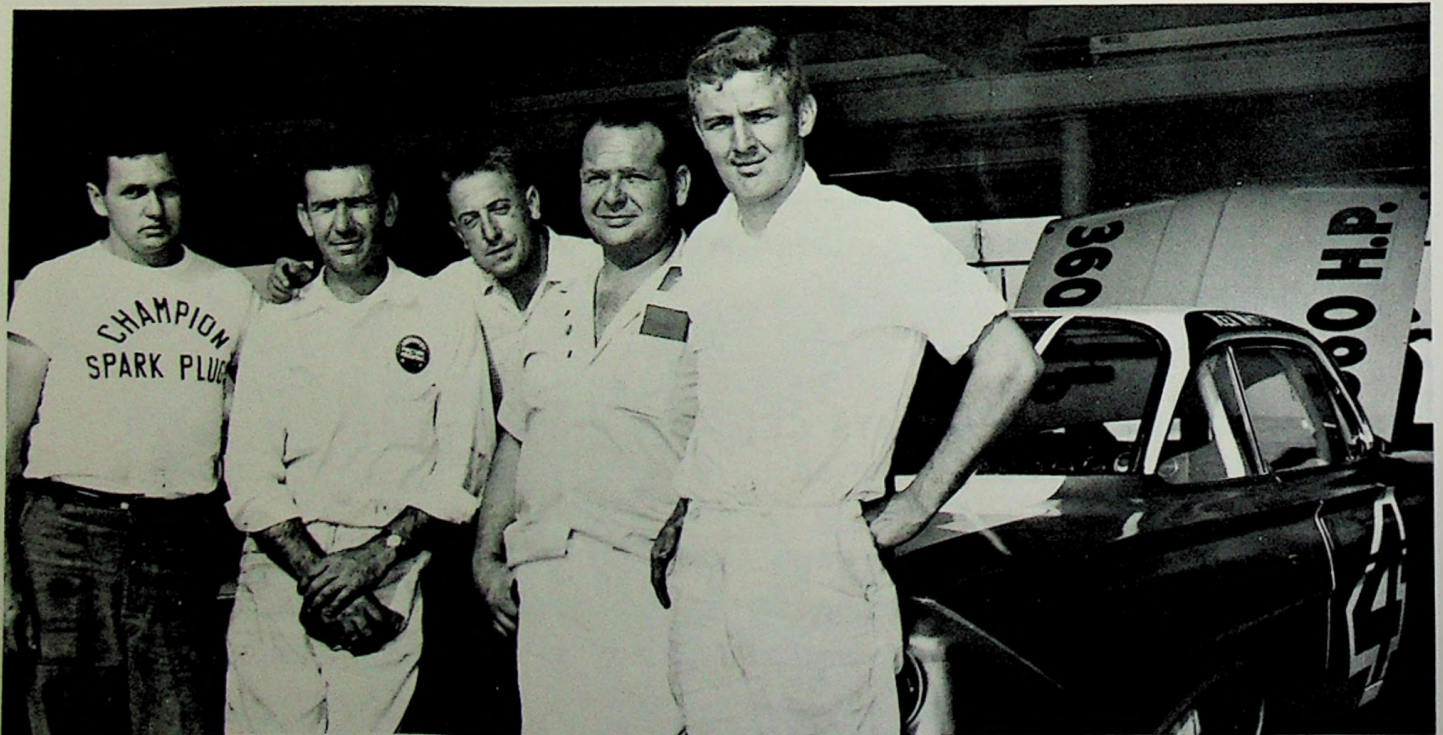
In the National 400-500, Pearson's rundown is as follows: 21, 21, 23, 11, 7, 10, 24, 3, 5, 39. The third place came in 1968 followed by the fifth in the 1969 event. In 1970, his Ford wrecked, relegating him to 39th. He did not run in 1965 or in last year's National 500.

The Woods have produced all sorts of competitive cars here and driven by such outstanding drivers as Thompson, Curtis Turner, Marvin Panch, Cale Yarborough, A. J. Foyt, Donnie Allison to name a few, but the one win is all they show.

"It's just difficult to explain," said Glen Wood. "There's nothing particularly difficult about setting up a car for Charlotte. It's just one of those things in racing. We've had more than our share of bad luck, and you never know when that's going to change.

"I'd say that the odds are very much in favor of our winning since Pearson has won only one race

continued on page 51



DEFENDING NATIONAL CHAMPION OF 1961 . . . Finishing third behind Pearson in the 1961 World 600 was Rex White in his 360 horsepower Chevy. One member of the crew was young James Hylton (right).

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Mom Allison And Her Racing Boys

By SANDRA HUNT

A few years ago, Bobby Allison was answering telephone calls from race fans on a Charlotte radio broadcast during the week prior to the World 600. The MC of the program was delighted when a long distance call from Florida turned out to be Bobby's mother, Mrs. E. J. Allison.

Aware that the race would pit Bobby and his brother Donnie against each other, the MC teasingly asked, "Who will you be pulling for, Mrs. Allison?"

Before she could answer, Bobby broke in. "Don't let them back you into a corner, Mom!"

In truth, no one need worry that Mrs. Allison would let anybody back her into a corner about her children. This tiny but pert lady is the epitome of impartiality.

Any mother with more than one child understands her plight. Tommy Smothers of television fame grew rich playing on the universal theme of, "Mother always liked you better than she liked me." As the mother of nine children, Mrs. Allison is too experienced to become trapped in that corner.

"Younger children always think you're easier on the older ones. Older children always think you're



Donnie Allison has enjoyed two CMS wins with brother Bobby second each time.

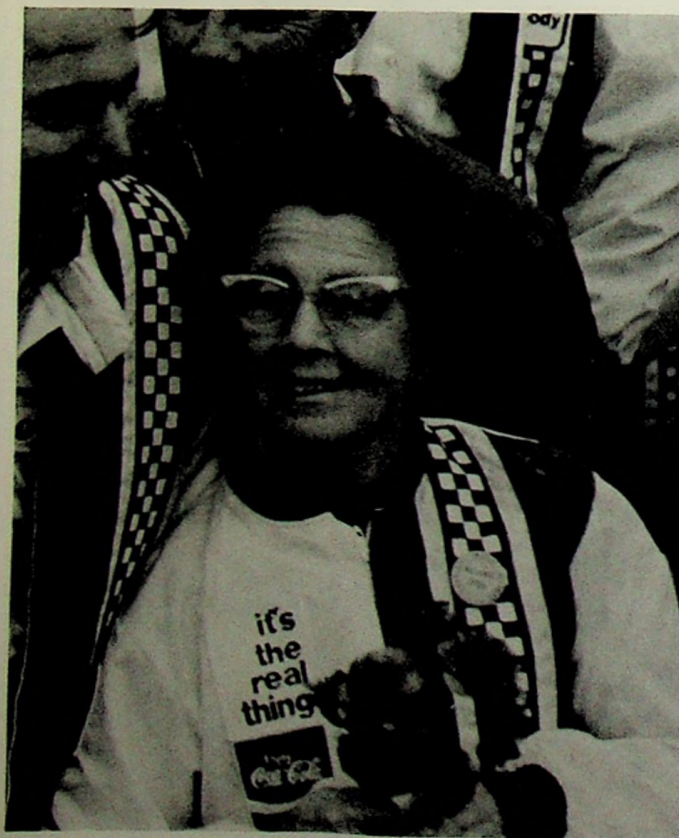
easier on the younger ones. So what can you say?" she asks, raising her hands in a gesture of futility and gracefully sidestepping any question that might evoke an answer that could be construed as biased toward any one member of her clan.

Last October, in the paddock at CMS, awaiting the start of the National 500 with her daughters-in-law, Judy (Mrs. Bobby Allison) and Pat (Mrs. Donnie Allison), Mrs. Allison discussed children and racing—a natural pairing for her since all four of her sons are deeply involved in the sport."

"I didn't like it when they started, but after they began doing well, I started going to the races. I feel that they have helped upgrade racing; that they are a credit to what they are doing.

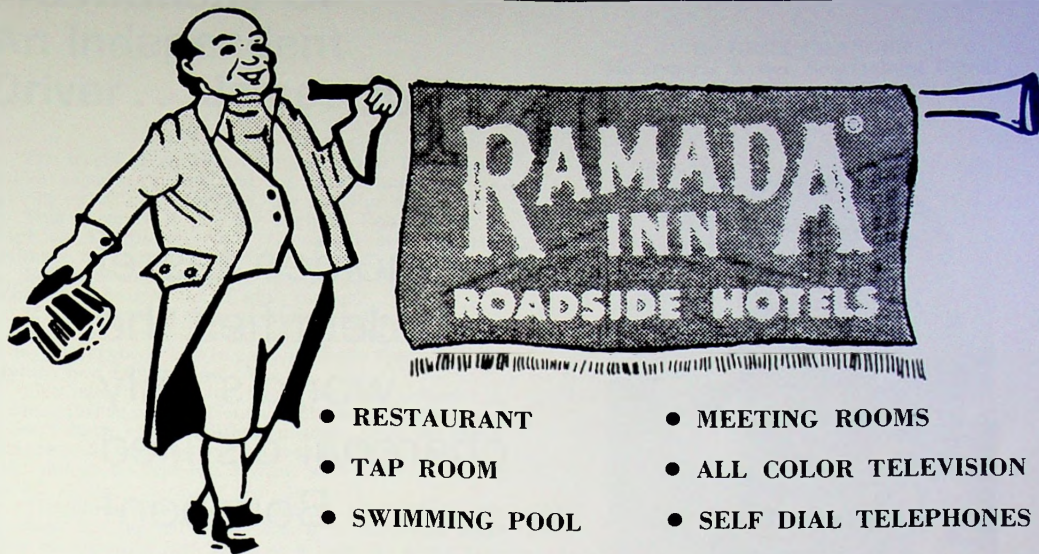
"Yes. I worry about them in a certain respect. Not so much about dying as about their being crippled and unable to care for their families. Bobby has always argued that, 'If it's my time, it's my time, and it doesn't matter if I'm in a race car or walking across the street.' And it was brought home to me when he pointed out that the only permanent injury he has sustained (a stiff finger, the result of a transmission falling on it) came not on a race track, but at another occupation."

Mrs. Allison acknowledges that each child in any family is an individual with his own unique personality.



Mrs. E. J. Allison, mother of the famed racing brothers

continued on page 42



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Frustrations Of An Independent Driver . . . James Hylton

By GENE GRANGER
Motorsports Writer, Spartanburg Herald

The world of an auto racing driver is filled with public acclaim, riches and an everlasting page in history. Fame and fortune, the goals of mankind.

This is yours if you are Richard Petty or A. J. Foyt or Al Unser. Andy Granatelli achieved the ultimate by founding STP Corporation.

But what about the guy who rarely if ever wins? What does he get out of auto racing?

If he's James Hylton of Inman, S. C., he sees his teen-age son one hour a day and his wife three hours a day. Everybody has to eat and that's the only time Hylton is a family man.

"My son, James Jr., has grown up without a normal father-son relationship. My wife, Evelyn, and I don't have a social life. The only time we get a chance to be together and relax is at the race tracks," the almost 37-year-old Hylton said after a recent race.

Stretching the truth? Not at all. Come with Hylton on a normal week. You'll be surprised what he goes through just to be at a race, let alone running the full length and finishing in the top 10.

Let's take a recent week. On April 23 Hylton ran fourth in the Gwyn Staley 400 at the North Wilkesboro (N.C.) Speedway. His next race was the April 30 Virginia 500 at Martinsville (Va.) Speedway.

Hylton, who owns a farm and garage in the Inman, S. C., area, finished fourth in the 250-mile race at North Wilkesboro, eight laps behind winner Richard Petty. After the race his Ford was loaded on the truck for the ride home.

Hylton was tired. It had been a long day. He was ready to be paid his fair share. "The scorers were rechecking the cards so I couldn't get paid. I spent three hours arguing with the scorers. Junior Johnson (owner of Bobby Allison's second-place Chevrolet) wanted to know if they paid off on memory or what the scorecard says.

"Junior was a little miffed," Hylton said. "He then told the scorers, 'If you are paying off on memory then I have some thinking to do.' I finally got my money and I drove the tow truck home. It's about a three-hour drive and I got home about 11:30 p.m.

"I had been up since 7 a.m. so I was tired. I parked the rig at the garage and went home. I wasn't hungry since we ate along the way. I was just worn out. I took a shower and went to bed at 12:30 a.m."

Unless Hylton is out of town, he's up at 7 a.m. for breakfast and always at the garage at 8 o'clock. So are his full-time mechanics. During this particular week, his regular help consisted of only Jerry Bear. Carl McKlopp was out sick. "That added to the panic," Hylton said seriously.

On this Monday morning (April 24), Bear unloaded the car and started to clean it. He pulled off the wheels and taped the engine. He took off the grime from the track and oil from leaks. It took Bear a half of a day to clean the car.

Meanwhile, Hylton was trying to build an engine. "It's not easy when the telephone is constantly ring-



JAMES HYLTON

ing. You get calls from people wanting to buy parts, fans and well-wishers, newsmen and on this Monday from a guy in Knoxville who wanted some information on how I build my engines.

"I also have to do some telephoning. I had to order parts for races at Martinsville and Talladega (May 7). The telephone is usually busy all day.

"After lunch, Bear started pulling the engine. He packed wheel bearings, put on new brakes . . . the general after-a-race procedure. I'm still in my 12 by 12 room building and answering the telephone. I'm also overseeing the race car."

This went on to 6 p.m. when Hylton and Bear went home for dinner. It is during this hour he sees his son. Evelyn serves dinner to James on a tray in the den. This is the only time he gets a chance to watch television. It enables him to keep abreast of the news.

"I was back at the garage at 7 p.m. My crew works the same hours I do. My part-time help came on at 7 p.m. They are brothers Larry and Douglas McCraw and Dude McCraw. Dude is not related and has been with me for years. Larry and Douglas help me on the engine. They have become good men on building engines. Dude is a handy man who does everything," Hylton pointed out.

Hylton's nephew, Chuck Bohon works with the crew every afternoon from 1:30 to 6 p.m. He's a senior at Chapman High School in Inman. He reports

continued on page 24



NASCAR INTERNATIONAL INVITATIONAL OFFICIAL ENTRY BLANK

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OPEN TO FOREIGN PARTICIPANTS



WORLD "600" (13th Annual)

A WINSTON CUP Grand National® Event

TRACK: CHARLOTTE (N.C.) MOTOR SPEEDWAY

1.5 Mile High Banked Paved Speedway

PROMOTER: CHARLOTTE MOTOR SPEEDWAY, INC.

RACE DATE: Sunday, May 28, 1972 — 12:30 p.m.

(POSTPONED DATE: May 29, 1972)

600 MILES (400) Laps and QUALIFYING EVENTS

\$153,530 POSTED AWARDS

(Including \$12,625 NASCAR Winston Cup Grand National Championship point money and \$12,500 Grand National Car Owners' Special Point Fund money)

DISTRIBUTION:

(Winner receives 100 championship points, second 98, third 96, etc., and each entrant will receive lap points on the basis of .75 point for each lap completed)

PLACE	Racing Purse	Bonus for Entries Filed by May 8	Airlife Air Springs	Autolite Spark Plugs	Champion Spark Plugs	Bell Helmets	J. H. Bender Equipment Co.	Borg-Warner Power Brute Products	Goodyear Tires	Grey-Rock Brake Lining & Brake Fluid	Mog Industries	Perfect Circle Rings	Purulator Filters	Regal-Ride Shocks	Union '76 Division	Royal Triton Racing Oil	TOTAL AWARDS
1st	\$10,000	(\$3,000)	\$250	\$1,000	\$1,000	\$300	\$250	\$500	\$1,000	\$600	\$500	\$250	\$300	\$300	\$2,000	\$1,000	\$21,250
2nd	7,000	(\$2,500)	150	500	500	150	100		750	300	300	150	200	150	750	500	13,500
3rd	6,000	(\$1,000)	100	250	250	50	75		500	150	150	100	100	100	500	400	9,475
4th	4,600	(\$900)		100	100		50		400	75	50			50	300	200	6,725
5th	4,200	(\$800)					25		350	50					200	100	5,725
6th	\$3,300	(\$700)															
7th	\$2,850	(\$650)															
8th	\$2,400	(\$600)															
9th	\$1,925	(\$575)															
10th	\$1,700	(\$500)															
11th	\$1,575	(\$525)															
12th	\$1,500	(\$500)															
13th	\$1,450	(\$475)															
14th	\$1,400	(\$450)															
15th	\$1,350	(\$425)															
16th	\$1,300	(\$400)															
17th	\$1,275	(\$375)															
18th	\$1,250	(\$350)															
19th	\$1,225	(\$325)															
20th	\$1,200	(\$300)															
21st	\$1,160	(\$290)															
22nd	\$1,120	(\$280)															
23rd	\$1,080	(\$270)															
24th	\$1,040	(\$260)															
25th	\$1,000	(\$250)															
26th	\$965	(\$240)															
27th	\$940	(\$230)															
28th	\$915	(\$220)															
29th	\$890	(\$210)															
30th	\$865	(\$200)															
31st	\$840	(\$190)															
32nd	\$820	(\$180)															
33rd	\$795	(\$170)															
34th	\$770	(\$160)															
35th	\$745	(\$150)															
36th	\$720	(\$140)															
37th	\$695	(\$130)															
38th	\$670	(\$120)															
39th	\$660	(\$110)															
40th	\$650	(\$100)															

6th-\$3,300 (\$700) 7th-\$2,850 (\$650) 8th-\$2,400 (\$600) 9th-\$1,925 (\$575) 10th-\$1,700 (\$500) 11th-\$1,575 (\$525) 12th-\$1,500 (\$500) 13th-\$1,450 (\$475) 14th-\$1,400 (\$450) 15th-\$1,350 (\$425) 16th-\$1,300 (\$400) 17th-\$1,275 (\$375) 18th-\$1,250 (\$350) 19th-\$1,225 (\$325) 20th-\$1,200 (\$300) 21st-\$1,160 (\$290) 22nd-\$1,120 (\$280) 23rd-\$1,080 (\$270) 24th-\$1,040 (\$260) 25th-\$1,000 (\$250) 26th-\$965 (\$240) 27th-\$940 (\$230) 28th-\$915 (\$220) 29th-\$890 (\$210) 30th-\$865 (\$200) 31st-\$840 (\$190) 32nd-\$820 (\$180) 33rd-\$795 (\$170) 34th-\$770 (\$160) 35th-\$745 (\$150) 36th-\$720 (\$140) 37th-\$695 (\$130) 38th-\$670 (\$120) 39th-\$660 (\$110) 40th-\$650 (\$100). [Amounts bracketed () to be paid only if driver and car owner entry is postmarked no later than May 8, 1972. Total awards shown include bonus for entries filed by May 8.]

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 drivers' share of the WORLD "600" television receipts is \$750 and has been distributed among the 40 positions of the Racing Purse shown on this official entry blank as follows: \$20 each to 1st thru 30th places, \$15 each to 31st thru 40th places. No NASCAR championship point fund money will be paid on the television money.

QUALIFYING AND SPECIAL AWARDS

\$3,310 Time Trial awards, divided: Wed., May 24 — 1st-\$500 2nd-\$250 3rd-\$200 4th-\$175 5th-\$150 6th-\$125 7th-\$100 8th-\$90 9th-\$80 10th-\$70 11th-\$60 12th-\$50
Thurs., May 25 — 1st-\$150 2nd-\$125 3rd-\$100 4th-\$75 5th-\$50 6th-\$50 7th through 12th-\$25 each.
Fri., May 26 — 1st-\$125 2nd-\$100 3rd-\$75 4th-\$50 5th-\$50 6th-\$35 7th thru 12th—\$25 each.
Sat., May 27 — 1st-\$75 2nd-\$50 3rd-\$25 4th-\$25.

\$3,376 Consolation Race (Sat., May 27, 3:00 p.m.). Distance to be announced at track and posted on NASCAR Bulletin Board. Starters to consist of eligible non-qualified, inspected and track proven cars, divided: 1st-\$200 2nd-\$150 3rd-\$145 4th-\$140 5th-\$135 6th-\$130 7th-\$125 8th-\$120 9th-\$115 10th-\$110 11th thru 30th-\$100 each.

\$5,000 Lap Money. Solicited funds guaranteed by Speedway. Distribution to be announced.

\$600 to Grand National Champion Richard Petty if he enters before entry deadline and competes.

\$100 Award and Trophy to Chief Mechanic on Winning Car from Independent Garage Owners of North Carolina.

\$360 General Electric J500XL range to winning driver from General Electric Company, Carolinas District Charlotte Headquarters.

\$250 to winner of the Curtis Turner Memorial Achievement Award for driver exhibiting the most outstanding achievement in the 1972 World 600 race, posted by Lemon Tree Inn, Myrtle Beach, S. C.

\$250 Rem Line Tool Chest and Cabinet combination, presented by R. J. Reynolds Tobacco Company, to chief mechanic on winning car.

\$1,300 Ingersoll-Rand/Proto Tool awards to crew chiefs, divided: \$125 and \$150 worth of tools on winning car; \$75 and \$100 worth of tools on 2nd place car; \$50 and \$100 worth of tools on 3rd place car; \$25 and \$75 worth of tools on 4th and 5th place cars; \$50 worth of tools on 6th thru 15th place cars. (Millers Falls home workshop tools to winning driver).

\$600 Borg-Warner Power Brute Clutch product awards to chief mechanics, divided: \$150 on winning car; \$150 each on 5th, 10th and 15th place cars.

\$600 Federal-Moguel Corp. Aluminum Bearing awards to chief mechanics, divided: \$300 on winning car; \$200 on second place car; \$100 on third place car.

Kennedy Metal Tool Box awards to crew chiefs: Roller Cabinet on winning car; Mechanic's Chest on 2nd & 3rd place cars; Parts Cabinet on 4th and 5th place cars; Mechanic's Kit on 6th place car; Usage Kit on 7th, 8th, 9th & 10th place cars; Parts Cabinet to fastest qualifier.

INSPECTION, PRACTICE AND QUALIFYING SCHEDULE AND PROCEDURE

NOTE: Two consecutive qualifying laps. Faster lap determines qualifying position. NASCAR reserves the right to have more than one car engage in qualifying runs at the same time. (Field limited to 40 starters).

Tuesday, May 23—Inspection starts 9 a.m. Technical director may refuse any car for inspection after 12 noon, Thursday, May 24 (EIRI). Drawing at 3:30 p.m. to determine order of qualifying on May 24. To be eligible for qualifying on Wednesday, May 24, drivers or a designated member of their crews must draw at 3:30 p.m., May 23, for the order in which cars will attempt to qualify on May 24. (If car is not in garage area at time of drawing, only the driver may draw. If car is in garage area at the time of drawing, a designated member of his crew may draw). Qualifying time trial intervals on May 24 will be determined after the qualifying order has been established by drawing on May 23. Drawing will be held at Winner's Circle, or, in the event of rain, at the south end of covered garage or inspection area. Track will be closed to practice during drawing.

Wed., May 24—Practice 9:30 a.m. to 12 noon. Time trial hours to be determine by drawing on May 23. (Fastest 12 cars earn starting positions 1 thru 12).

Thurs., May 25—Practice 9:30 a.m. to 12 noon, 3:30 to 4:30 p.m. Time trials 1 to 3:30 p.m. (Fastest 12 cars earn starting positions 13 thru 24).

Fri., May 26—Practice 9:30 a.m. to 12 noon, 3:30 to 4:30 p.m. Time trials 1 to 3:30 p.m. (Fastest 12 cars earn starting positions 25 thru 36).

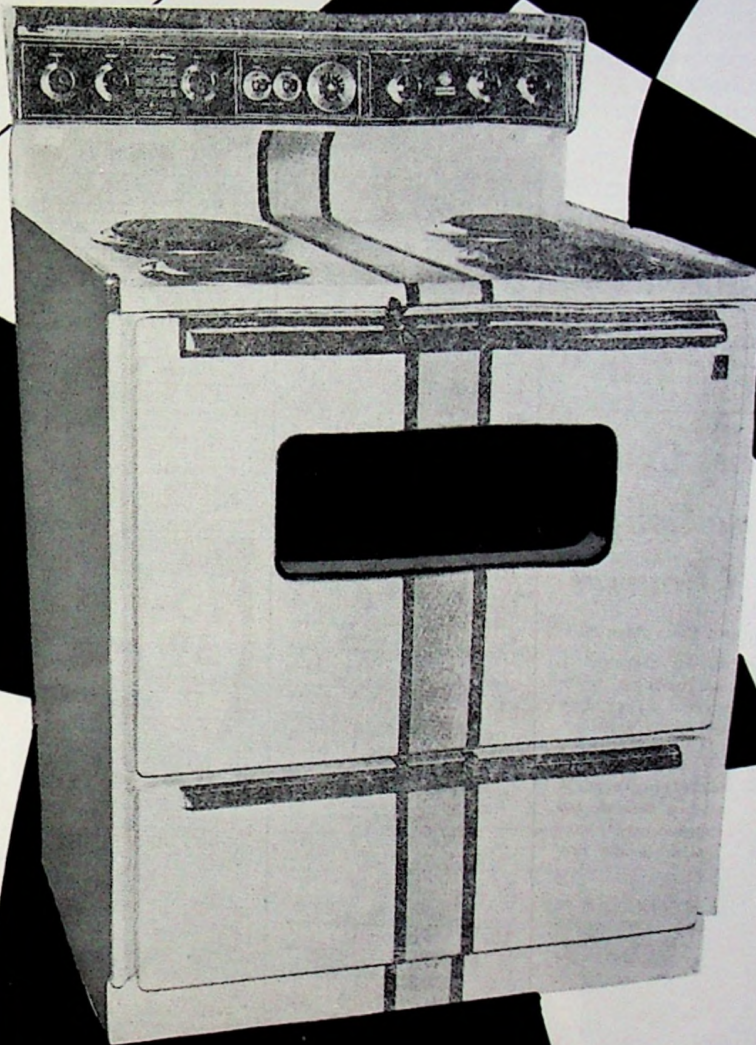
Sat., May 27—Practice 9:30 a.m. to 12 noon. Time trials 1 to 2 p.m. (Fastest 4 cars earn starting positions 37 thru 40). Consolation race 3 p.m. First two finishers in Consolation race will serve as alternate starters in WORLD "600".

NOTE: In the event of rain on the first qualifying day, the unfilled positions for that day will be filled on the second qualifying day. In the event of rain on the second qualifying day, the unfilled positions for that day will be filled on the third qualifying day. Should qualifying on the first qualifying day not be completed because of unforeseen circumstances, all recorded times will be retained. Eligible cars which do not make qualifying runs on the first qualifying day because of unforeseen circumstances will be scheduled to attempt to qualify at the beginning of the second day qualifying session and will be eligible for first day qualifying positions stipulated on the official entry blank.

If a car attempting to qualify for a first day qualifying position on the second day does not qualify for a first day qualifying position, the car's recorded time may apply as a second day qualifying time provided the car does not make another qualifying attempt on the second day. In the event adverse weather prevents qualifying on the final qualifying day, the unfilled positions will be determined according to the time recorded in the car's last preceding qualifying attempt provided the car has posted an acceptable qualifying speed. Cars which post acceptable qualifying speeds will be assigned starting positions on the basis of speed and any positions left unfilled will be assigned eligible cars according to the order of sign-in.

Only one qualifying attempt will be allowed each car in each scheduled qualifying period. Drivers who fail to earn a starting position in first or second day qualifying may stand on time by notifying the Chief Steward or Official Timer before leaving the race track those days. This means the time recorded in the unsuccessful qualifying run is official and will be used on the final qualifying day. Drivers who stand on time are not eligible for time trials awards. In the event qualifying on the original dates is impossible because of adverse weather and the original race date is postponed, then the qualifying procedure for the postponed date will follow the original scheduled qualifying procedure as closely as possible.

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HOWARD FURNITURE

Frustrations Of An Independent Driver . . . James Hylton

continued from page 21

after getting out of school.

"As a rule we work to 11 or 11:30 each night. Sometimes it's later. It depends on what's going on. We followed the same procedure on Tuesday (April 25). We knew what we had to do to get to Martinsville for practice Thursday. The whole car is taken apart and redone. We worked the same long hours."

The hours are long and hard. He loves racing, but he misses not having the opportunity to be a full-time father to his son. James Jr. is a student at Spartanburg (S.C.) Day School, a private house of learning.

It's Wednesday (April 26) now. The engine has been built. Wednesday night the engine went into the car. But Hylton has detected a problem. Something's wrong with the engine. David Pearson, Richard Petty and the other hot dogs will be at Martinsville Thursday to practice. Hylton won't make it.

"We had to work straight through Thursday night. There was no dinner hour. We had to at least be at Martinsville for time trials Friday. We were a day behind before we left the garage. We finished getting the car ready at 12:30 a.m. (Friday).

"Bear and I got a shower and we were ready to leave at 2 a.m. I drove to Charlotte and Jerry took

over. I climbed into the sleeper and slept the best I could. We were both tired when we arrived. We had munched on some hamburgers and lost a lot of sleep.

"But our problems really started when we got to Martinsville," Hylton went on. "Right away in practice Friday morning we lost a drive shaft. We replaced it but we don't have the right gear. We get one but with the wrong ratio. I attempted to qualify and got bumped. We failed to win one of the top 20 qualifying spots.

"On Saturday (day before the Virginia 500) our new alternator shorted out. It killed the battery. We replaced the alternator and battery. We are squared away and I qualified second fastest Saturday, but I had to start 22nd in the field.

"After time trials we discovered that the motor on the oil cooler had quit. We replaced it and the oil cooler pump went out. We replaced it and worked until NASCAR officials closed down the garage area for the night."

By then Hylton was a little more than frustrated. He was leading in the Winston Cup Grand National point race. He was the last one on the grid for the start of the race. He still had a drive shaft problem.

The Virginia 500 is a demanding 262.5-mile, 500-lap race on a flat .525-mile speedway. It taxes the driver and machinery. Fender banging is as commonplace as beer in the infield.

Fifteen laps into the race, Hylton is in trouble.

continued on page 55



HOME IS WHERE THE HEART IS and James Hylton's heart and home are really in two places in Spartanburg County, S. C., when he's not driving on the NASCAR circuit. He's generally busy working on his Dodge Charger No. 48 at his racing performance garage, or else just relaxing three miles down the road in Inman with his wife, Evelyn, and son, James (Tweety), Jr.



(Left to Right) Bobby Allison, Donnie Allison, Richard Petty, Royette Tarry and Buddy Baker.

Show your racing spirit in an official Union 76 racing jacket

Wear the official Union 76 Racing Jacket. Send in the coupon and we'll send you one just like race drivers Bobby Allison, Donnie Allison, Richard Petty, Buddy Baker, and Union Racestopper Royette Tarry are wearing here. And top drivers wear everywhere. And it's a great value. It's made of dark blue, 100% nylon fabric, and highlighted by orange and white racing stripes to complete the Official Union 76 racing colors. And it has the Official Union 76 emblem—the same one you see on drivers' uniforms in the winner's circle.

PILE-LINED Cool-weather version features bright orange pile lining for added warmth, features flexible stretch knit collar and cuffs, drawstring for snug fit, slash pockets. Available in men's, women's and children's sizes. **\$9.95**

UNLINED Summer-weight jacket in same modern design, but unlined. Has flexible stretch collar and cuffs, drawstring, slash pockets. Available in men's, women's, and children's sizes. **\$5.95**

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SM 34-36 _____	SM 10-12 _____	6-8 _____
MED 38-40 _____	MED 14-16 _____	10-12 _____
LG 42-44 _____	LG 18-20 _____	14-16 _____
EXL 46-48 _____ (Unlined) \$5.95	(Unlined) \$5.95	(Unlined) \$5.45

Men's UR-6576	Women UR-5576	Children UR-4576
SM 34-36 _____	SM 10-12 _____	6-8 _____
MED 38-40 _____	MED 14-16 _____	10-12 _____
LG 42-44 _____	LG 18-20 _____	14-16 _____
EXL 46-48 _____ (Pile-Lined) \$9.95	(Pile-Lined) \$9.95	(Pile-Lined) \$9.45

Total Number of Jackets _____
*Total Cost \$ _____
*(Georgia Residents add Sales Tax)

Double extra large \$1.00 additional (men's only, lined and unlined 50-52). Above prices include shipping and handling. Remittance must accompany order. Make check or money order payable to—T & W Manufacturing Co. Order now: T & W Mfg. Co., P.O. Box 7676, Waco, Georgia 30182

Name _____
Address _____
City _____ State _____ Zip _____
Please Print Legibly and Fill in Numbers

While Waiting For The Green Flag . . .



I. Who are these drivers?

1. a. An impression (as a scratch, scar or stain) made on something _____
- b. A Spanish lady of rank _____
- c. Gradation of color _____
2. a. A submerging of a submarine _____
- b. To disfigure or blemish _____
- c. To curse _____
3. a. Showing willingness to tell what one feels or thinks _____
- b. A struggle between opposing forces _____
- c. Small brown singing bird _____
4. a. The head of a college or school of a university _____
- b. Lacking brilliance or luster _____
- c. A unit of weight _____
5. a. A species of large graceful trees _____
- b. Used to express various emotions _____
- c. A narrow passageway _____
- d. The side (as of a ship) that is sheltered from the wind _____

III. Hidden Sentence Puzzle

Start with the letter W. Draw a continuous pencil line from letter to letter, going to the right or left or up or down, but never diagonally, so as to run your pencil through each square on the proper sequence to make a sentence. You must go through each letter only once. The sentence will answer a question asked by many.

A	Y	H	O	W
D	O	W	L	I
	T	B	L	
E	R	E	T	H
N	N	I	W	E

- IV. Unscramble these four words. Write the unscrambled words in the squares. Then arrange the circled letters at the bottom of the puzzle to form two words for the answer.

L R E T C O A T H	NOT
<div style="display: flex; justify-content: space-around; align-items: center;"> O O O </div>	IN
M C I D O H N R	CANADA,
<div style="display: flex; justify-content: space-around; align-items: center;"> O </div>	BUT
G I L N A R N D O T	CALIFORNIA
<div style="display: flex; justify-content: space-around; align-items: center;"> O O O </div>	

- V. If a man goes to bed at 8 p.m. and sets his alarm clock for 9 a.m. how many hours sleep will he get?
- VI. Is it legal for a man living in North Carolina to marry his widow's sister?

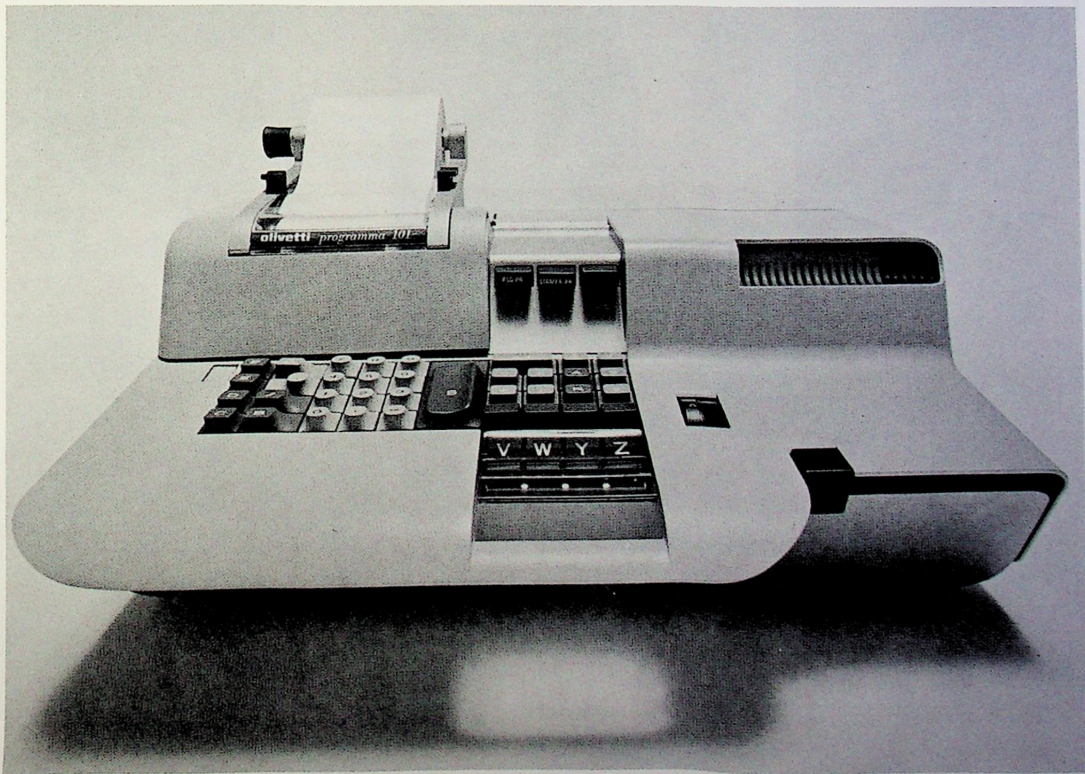
II. Arrange 10 coins to form five rows of four coins.

ANSWERS PAGE 93

OLIVETTI COMPUTER SPEEDS RACE RESULTS

WITH 10 KEY ADDING MACHINE SIMPLICITY AND ELECTRONIC COMPUTER SPEED, THE OFFICIAL RESULTS OF THE TIME TRIALS ARE MADE KNOWN AS THEY OCCUR.

Only the first lap time and the combined two-lap time is indexed into the Olivetti 101 Computer. The Olivetti 101 then computes and Prints the speed for laps one and two and then reprints the faster of the two laps. The formula for these calculations is stored on a magnetic card so that all the race official has to do is enter elapsed time. The tape produced becomes a part of NASCAR's official record.



The Olivetti 101 is furnished by Olivetti Corporation of America – Charlotte Branch, located at 1004 Kings Drive, Charlotte, N. C. 334-9639.

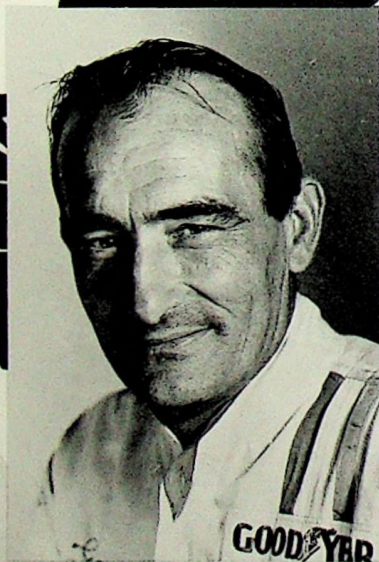
MAY 28 WORLD 600 12:30 PM



DONNIE ALLISON



DICK BROOKS



G. C. SPENCER



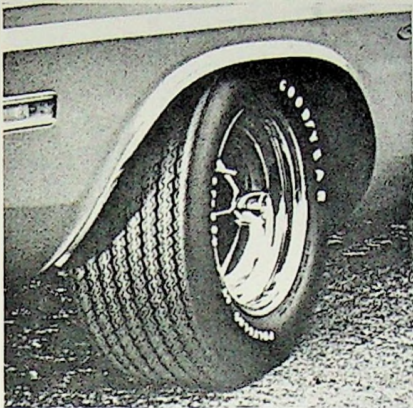
MARTY ROBBINS



JOHN SEARS

CHARLOTTE MOTOR SPEEDWAY

Performance Polyglas



High spirited tires. A lot of people have discovered they can coax as much fun out of the road with wide, low-profile tires as they can with horsepower. And now we're making them, for almost every car. The Polyglas GT 60 series and Custom Wide Tread Polyglas 70 series. Tires that feel as natural on nimble compacts, intermediates, sedans and luxury cars as they feel on hot-blooded performance cars. Check your specs and see your Goodyear man for the right Performance Polyglas tires for your car.

GOODYEAR
Polyglas, Custom Wide Tread - T.M.'s The Goodyear Tire & Rubber Company, Akron, Ohio

**TIMING CHART FOR 1½ MILE TRACK
CHARLOTTE MOTOR SPEEDWAY
Check Lap Time and Miles Per Hour**

SEC.	M.P.H.	SEC.	M.P.H.
33.75	160.000	35.40	152.542
33.80	159.763	35.45	152.327
33.85	159.527	35.50	152.112
33.90	159.292	35.55	161.898
33.95	159.057	35.60	151.685
34.00	158.823	35.65	151.472
34.05	158.590	35.70	151.260
34.10	158.357	35.75	151.048
34.15	158.125	35.80	150.837
34.20	157.894	35.85	150.627
34.25	157.664	35.90	150.417
34.30	157.434	35.95	150.208
34.35	157.205	36.00	150.000
34.40	156.976	36.05	149.791
34.45	156.748	36.10	149.584
34.50	156.521	36.15	149.377
34.55	156.295	36.20	149.171
34.60	156.069	36.25	148.965
34.65	155.844	36.30	148.760
34.70	155.619	36.35	148.555
34.75	155.395	36.40	148.351
34.80	155.172	36.45	148.148
34.85	154.949	36.50	147.945
34.90	154.727	36.55	147.742
34.95	154.506	36.60	147.540
35.00	154.285	36.65	147.339
35.05	154.065	36.70	147.138
35.10	153.846	36.75	146.938
35.15	153.627	36.80	146.739
35.20	153.409	36.85	146.540
35.25	153.191	36.90	146.341
35.30	152.974	36.95	146.143
35.35	152.758	37.00	145.945



**Announcing the '72 Pontiac LeMans.
Now available with a front end designed to shun dents and rust.**

It's made of Endura.

A resilient material that's bonded to thick steel. It "gives" on minor impact to help protect against dents and dings.

LeMans does more than put up a good front.

Consider the radio antenna concealed in the windshield. Hidden windshield wipers (except coupe). Economical 250-cu.-in. six and 5 available V-8s all perform on low-lead or no-lead fuels.

An equally impressive interior.

Loop-pile carpeting (except coupe).

Handsome fabrics. Deluxe steering wheel. And a dashboard with the look of rare teakwood.

A long list of safety features.

The '72 LeMans is equipped with seat and shoulder belts. Front-seat head restraints. Energy-absorbing steering column. And much more.

All in our lowest priced mid-size Pontiac.

The 1972 LeMans. For a closeup view, head for your nearby Pontiac dealer's.



Pontiac Motor Division

That's what keeps Pontiac a cut above.

Buckle up for safety.

Charlotte Motor Speedway Top Money Winners and Mileage Drivers Thru '72 World 600 Race

TOP TWENTY MONEY WINNERS

Pos.	Driver	Starts	Wins	Money
1	Donnie Allison	11	2	\$122,731
2	Fred Lorenzen	16	4	115,000
3	LeeRoy Yarborough	16	3	94,017
4	Bobby Allison	12	2	87,453
5	David Pearson	21	1	81,425
6	Buddy Baker	21	2	77,720
7	Jim Paschal	6	2	75,060
8	Richard Petty	21**	0	61,736
9	Bobby Isaac	14	0	49,568
10	Junior Johnson†	12**	2	48,845
11	Charlie Glotzbach	10	1	42,314
12	Marvin Panch†	14	1	40,905
13	G. C. Spencer	22	0	40,220
14	Cale Yarborough	17	0	37,561
15	James Hylton	12	0	34,579
16	Joe Weatherly*	8	1	32,230
17	Rex White†	9	0	31,950
18	Nelson Stacy†	6	1	30,230
19	Joe Lee Johnson†	4	1	28,900
20	Fireball Roberts*	9	0	26,920

TOP TWENTY MILEAGE DRIVERS

Pos.	Driver	Starts	Miles
1	David Pearson	21	8578.5
2	G. C. Spencer	22	7945.0
3	Richard Petty	21**	7860.0
4	Buddy Baker	21	6926.0
5	Fred Lorenzen	16	6577.5
6	Elmo Langley	19	6171.0
7	Jim Paschal	16	6092.0
8	Wendell Scott	21	6042.0
9	Darel Dieringer†	15	5862.0
10	Neil Castles	17	5830.5
11	Tiny Lund	13	5349.0
12	Bobby Isaac	14	5301.0
13	Cale Yarborough	17	5256.0
14	Donnie Allison	11	5140.5
15	Friday Hassler	13	5079.0
16	LeeRoy Yarborough	16	5049.0
17	Ned Jarrett†	14	4933.5
18	Buck Baker	15	4638.0
19	James Hylton	12	4923.0
20	Rex White†	9	4378.5

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

Money figures include the amount shown on the Official NASCAR results for all races prior to 1970 season. Figures do not reflect some qualifying, lap prizes or special awards for these earlier events.

Mileage figures show only the distances covered in World 600 or National 500 races and do not include qualifying or practice distances.

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

Year	Race	Field	Money Paid	Laps Run	Miles Run	Cars	R.A.F.
1960	600	60	\$ 79,030	12,475	18,712.5		18
	400	50	46,110	8,919	13,378.5		25
1961	600	55	73,855	15,160	22,740.0		25
	400	43	42,050	6,991	10,486.5		21
1962	600	48	85,895	12,601	18,901.5		23
	400	44	43,835	8,453	12,679.5		21
1963	600	44	96,300	11,824	17,736.0		21
	400	40	46,081	6,226	9,339.0		17
1964	600	44	92,875	8,517	12,775.5		16
	400	44	45,685	6,011	9,016.5		16
1965	600	44	95,785	9,279	13,918.5		14
	400	44	47,940	6,706	10,059.0		17
1966	600	44	98,630	8,926	13,389.0		11
	500	44	64,835	9,404	14,106.0		19
1967	600	44	113,875	12,165	18,253.5		21
	500	44	87,810	8,598	12,897.0		14
1968	600	44	128,270	9,494	14,241.0		33
	500	45	92,060	9,408	14,113.5		22
1969	600	44	138,331	10,641	15,963.0		18
	500	45	94,135	10,287	15,430.5		24
1970	600	40	152,830	10,493	15,739.5		17
	500	40	103,523	8,903	13,354.5		19
1971	600	40	125,730	11,485	17,227.5		26
	500	42	84,348*	7,945*	11,917.5*		28
TOTALS		1076	\$2,079,818	230,911	346,375.5		486

MONEY WON: Average Per Race \$86,659.08

Average Per Entry \$1,932.87

MILEAGE: Per Race 14,348.1

Per Entry 341.61

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

* race halted 238 laps — rain.

NASCAR champs name Mario Rossi winner of Grey-Rock's safety award

Richard Petty, Bobby Allison, Buddy Baker, James Hylton, Friday Hassler and NASCAR official John Bruner formed the panel that named Mario Rossi as the NASCAR mechanic who had done the most to promote safety in auto racing in '71.

As a result, Rossi was awarded the first annual GREY-ROCK "Tauss/Gordon Safety Award." The award is named after GREY-ROCK's Bill Tauss and "Red" Gordon who pioneered the development of safe, reliable brake lining for 4,000 pound NASCAR Grand National cars.

Just as you do, racing drivers want all the safety they can get. That's why almost

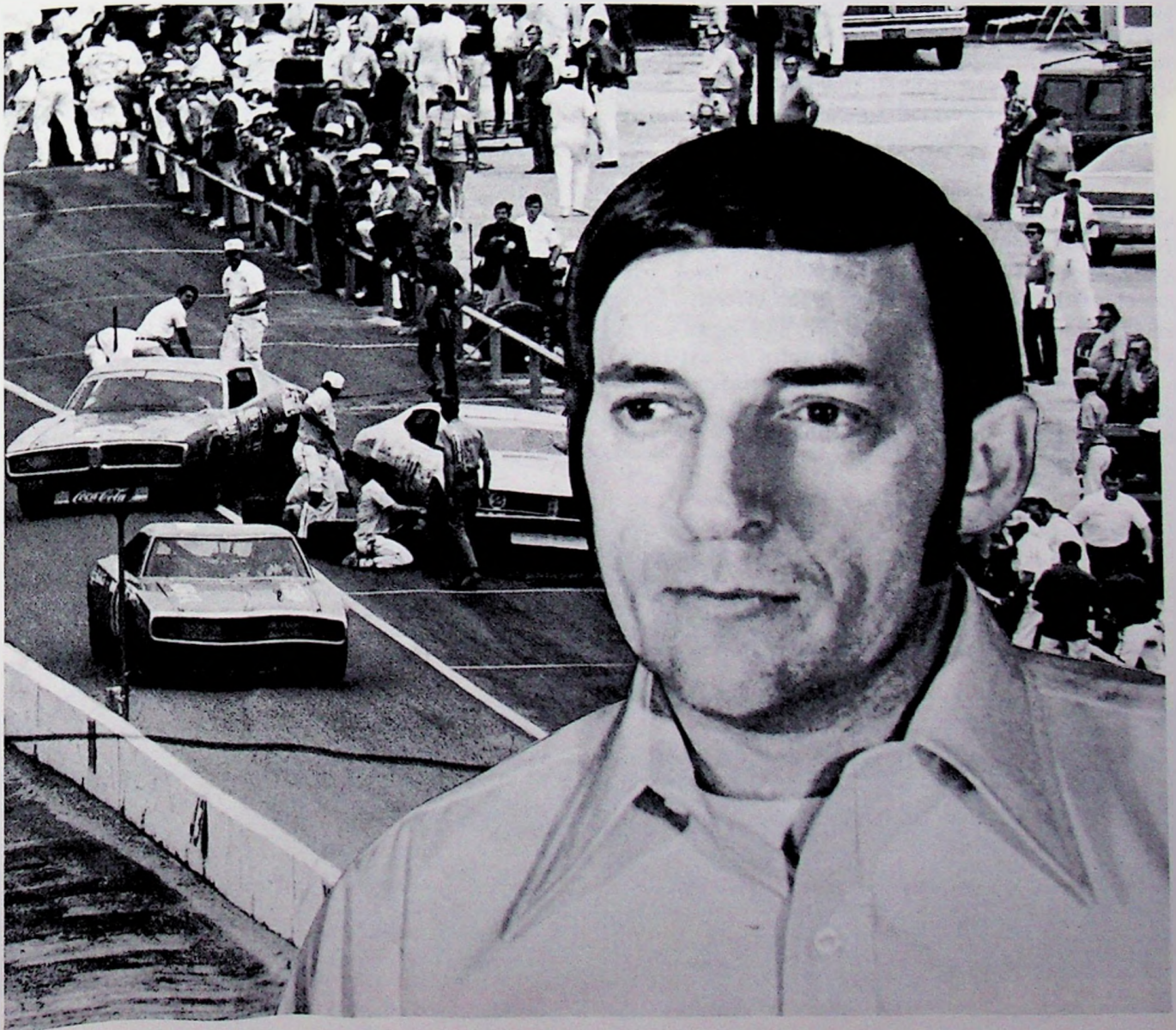
every NASCAR driver depends on GREY-ROCK Brake Lining . . . and that's why our interest in driving safety prompted this award.

It's another example of the GREY-ROCK belief in "Better Products through People and Performance."

GREY-ROCK®

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DIVISION OF **Raybestos** **Manhattan**



SEEING CAN BE DECEIVING

— by JOHN SEGINSKI

Have you ever looked over your shoulder to see if it was safe to change traffic lanes, and then moved out to find an unexpected motorcyclist or bicyclist appear as if from nowhere? Have you ever driven on a long stretch of road when it seemed like forever before you reached a not-so-distant mountain?

Don't feel alone. Almost everyone who has driven for any length of time has experienced these same conditions. They come under the heading of optical illusions and deceptive visual phenomena. And here are a few ways they can cause seeing to be deceiving from the cab of a motor vehicle.

Blind Spot. This condition is responsible for *not* seeing something that's really there. When you look over your shoulder and don't see something that's actually there in the road, it's because the image of that something falls on the blind spot of your eye. This only happens when the vision of one eye is blocked, as it might be by some obstruction when you look over your shoulder. The blind spot is caused by the tiny point on your retina where the optic nerve leaves the eyeball. This tiny area in each eye is insensitive to light, so when an image falls on it the eye sees nothing.

If you think you're seeing everything when you look behind you, consider the possibility of being deceived by this built-in blind spot. Moving your head slightly from side to side while looking back over your shoulder can foil the blind spot effect.

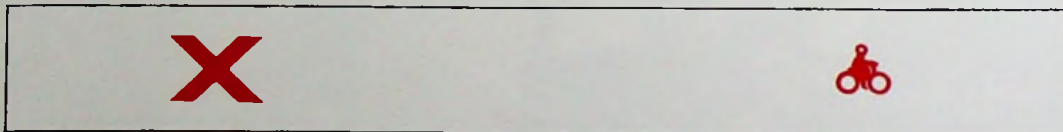
Size Constancy. The effect of taking so long to get to the seemingly not-so-distant mountain is explained by a phenomenon known as "size constancy." The mountains are not really as close as they seem. Because they are a long distance away and are seen

along a diminishing road, the mind tends to bring the mountains closer than they really are. So if you're heading for those mountains and your gas tank says quarter-full, don't pass up the next gas station because the mountains look like they're just over the next rise. If you haven't checked their location on your road map, they may be a half-tank of gas away.

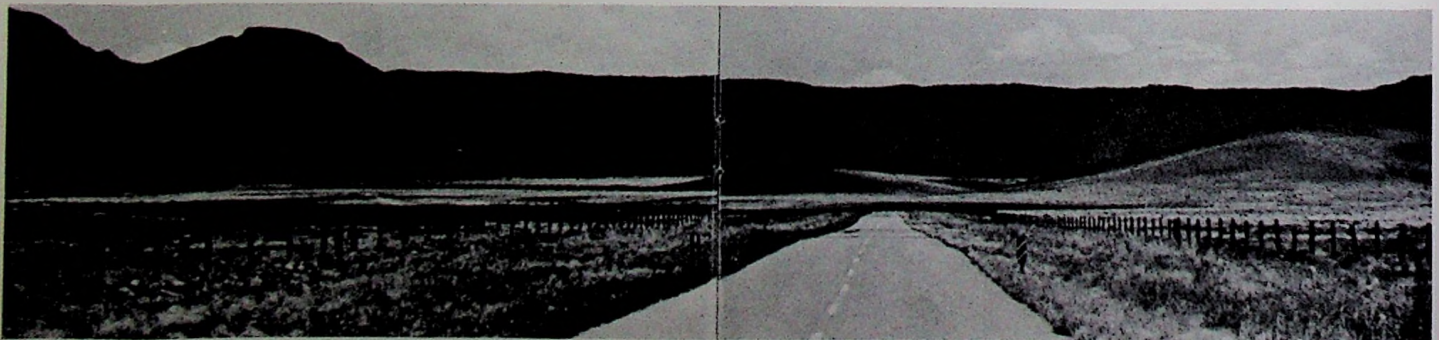
A good example of this size-constancy paradox can be noted by looking at the moon. If you look at the moon when it is near the horizon along with mountains and trees, it appears larger than if you look at it while it is directly overhead, with no reference objects in view. The moon's size is the same in both instances, as can be proved with photographs. One school of opinion states that the reason the moon seems larger when it is near the horizon is because we are viewing it along with a reference object. Other investigators have demonstrated that the moon-size illusion is dependent on the observer's bodily posture and the simple act of raising the eyes within the head. One thing is certain—the moon is the same size in all its positions, but our eyes appraise it as being larger when it is on the horizon than when it is viewed overhead.

Mirage. This illusion is an example of seeing things that aren't really there. On smooth blacktop roads on hot, dry summer days, you may see what look like puddles of water up the road a piece, causing you to worry about possible slippery spots. When you reach the spot where you thought the puddles were, you'll see that the road is dry. These puddles are mirages. The water effect is caused by refraction of light rays from the sky. The air near the hot road has a lower density than the air at a higher level. Light from the

continued on page 86



To demonstrate "Blind Spot" effect: Close your left eye, and keep your right eye focused on the X-mark while you move the page toward or away from you. You will reach a point at which the cyclist disappears from view. At this point, the cyclist falls on the "blind spot" of your right eye. Below: Mountains seen along a diminishing road seem closer than they really are. They could be an hour's drive away.



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Richard Petty wins with Perfect Circle® piston rings. He's not only the NASCAR Grand National Champion—he's also the winningest driver in NASCAR history.

PC rings, favored by practically every top NASCAR driver, have been in the Grand National Champions' cars for 20 straight years. Their reliable performance helped Petty become the first driver in

NASCAR history to pocket over \$1 million in prize money. You can depend on PC rings to operate in your own car with the same reliability . . . for they're

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Perfect
Circle



V.H. JENSEN

Charlotte Motor Speedway Lap Leaders

WORLD 600 RACES — 1960 THRU 1971

Driver	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	Laps led
Jr. Johnson	0	0	0	291	0	48	0	0	0	0	0	0	344
D. Pearson	0	*225	217	0	1	0	134	0	0	0	63	0	620
J. Paschal	0	0	0	0	*126	0	7	*335	0	0	0	0	468
F. Roberts	114	6	27	15	0	0	0	0	0	0	0	0	162
F. Lorenzen	0	0	0	*74	65	*257	0	0	0	0	47	0	443
P. Goldsmith	0	0	0	0	123	0	112	20	0	10	0	0	265
L. R. Yarborough	0	0	0	0	8	0	0	0	49	*274	53	0	384
R. Petty	0	47	5	0	0	0	6	0	1	95	11	0	165
J. Smith	199	3	0	0	0	0	0	0	0	0	0	0	202
Bd. Baker	0	0	0	0	0	0	36	4	*98	0	0	2	140
D. Dieringer	0	0	0	0	0	50	0	11	0	0	0	0	61
M. Panch	0	0	0	18	0	1	*99	0	0	0	0	0	118
J. Pardue	0	0	110	0	43	0	0	0	0	0	0	0	153
C. Yarborough	0	0	0	0	0	0	0	25	44	3	1	0	73
R. Earnhardt	0	75	0	0	0	0	0	0	0	0	0	0	75
B. Allison	0	0	0	0	0	0	0	0	35	0	0	*311	336
N. Jarrett	0	30	0	0	0	0	0	0	0	0	0	0	30
C. Turner	21	0	0	0	0	0	0	0	0	0	0	0	21
J. L. Johnson	*47	0	0	0	0	0	0	0	0	0	0	0	47
L. Frank	0	0	0	0	0	33	0	0	0	0	0	0	33
B. Isaac	0	0	0	0	10	0	0	1	0	10	19	0	40
B. Johns	0	0	24	0	0	0	0	0	0	0	0	0	24
D. Allison	0	0	0	0	0	0	0	0	3	0	*141	0	144
Bk. Baker	0	0	0	0	24	0	0	0	0	0	1	0	25
B. Moore	0	0	0	0	0	0	0	0	24	0	0	0	24
E. Balmer	0	0	0	0	0	11	3	0	0	0	0	0	14
J. Weatherly	0	14	0	0	0	0	0	0	0	0	0	0	14
T. Pistone	14	0	0	0	0	0	0	0	0	0	0	0	14
N. Stacy	0	0	*13	0	0	0	0	0	0	0	0	0	13
P. Lewis	0	0	0	0	0	0	3	4	0	0	0	0	7
Dave Marcis	0	0	0	0	0	0	0	0	0	6	0	7	13
J. Allen	0	0	4	0	0	0	0	0	0	0	0	0	4
J. Hylton	0	0	0	0	0	0	0	0	0	2	9	1	12
G. C. Spencer	0	0	0	1	0	0	0	0	0	0	0	0	1
R. White	0	0	0	1	0	0	0	0	0	0	0	0	1
J. Grant	0	0	0	0	0	0	0	0	1	0	0	0	1
C. Glotzbach	0	0	0	0	0	0	0	0	0	0	49	81	130
J. Vandiver	0	0	0	0	0	0	0	0	0	0	6	0	6

LEADERS BY MAKE OF CAR

PONTIAC	313	*323	*382	*15	0	0	0	0	0	0	0	0	1033
PLYMOUTH	0	47	5	0	*292	0	*227	*355	2	0	11	0	939
FORD	21	0	*13	*92	65	*339	0	36	38	95	*213	1	913
MERCURY	0	0	0	1	0	61	0	0	93	*277	54	*311	797
CHEVROLET	*66	30	0	292	0	0	0	0	0	0	0	81	469
DODGE	0	0	0	0	43	0	173	*9	*122	28	122	9	506

ADDITIONAL RACE INFORMATION

No. of Lead Changes	11	16	17	15	14	22	14	11	16	13	28	13
No. of Drivers to Lead	6	7	7	6	8	6	8	7	8	7	11	5
Makes of Cars to Lead	3	3	3	4	3	2	2	3	4	3	4	4
No. of Caution Flags	8	7	3	2	7	11	5	5	6	5	10	3
No. of Caution Laps	45	57	19	14	48	80	18	32	114	47	16	25

*—denotes race winner



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MAY 28 WORLD 600 12:30 PM



FRED LORENZEN



JIM VANDIVER



RAYMOND WILLIAMS



RICHARD BROWN



JABE THOMAS

CHARLOTTE MOTOR SPEEDWAY

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DOWNTOWN, CHARLOTTE

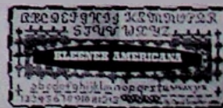
SOUTHPARK

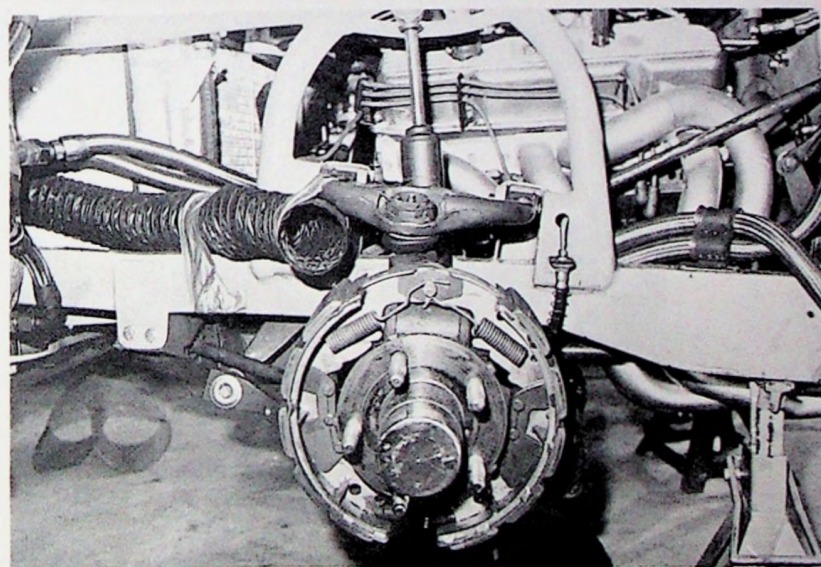
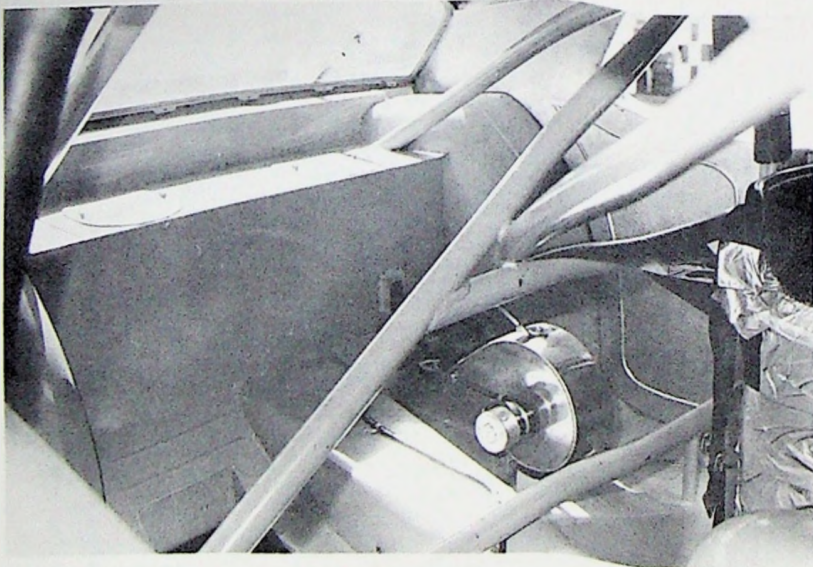
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★ ★ ★ 1972

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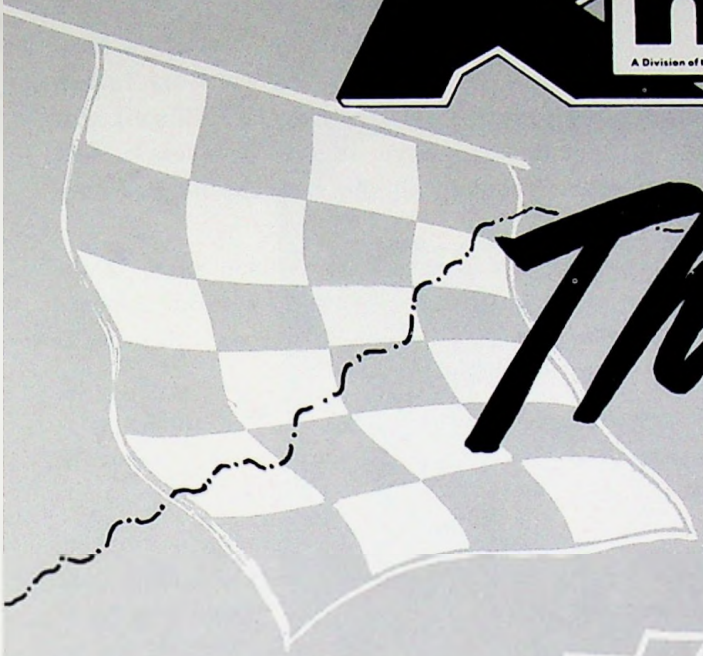




SUPER-CLEAN--These detail engineering photos of Richard Petty's STP-Plymouth show the extra care in engineering which makes the Petty-produced machines consistent winners in NASCAR racing. Upper left, detail of roll-cage in rear section of cab, with differential cooling unit in background. Upper right, left front suspension detail, showing massive brake, and cooling duct. Lower left, space-frame tubing in trunk with resilient couplings to prevent troublesome fender damage. Lower right, sanitary cockpit with fully-instrumented dashboard and auxiliary instrument panel.



The Winner



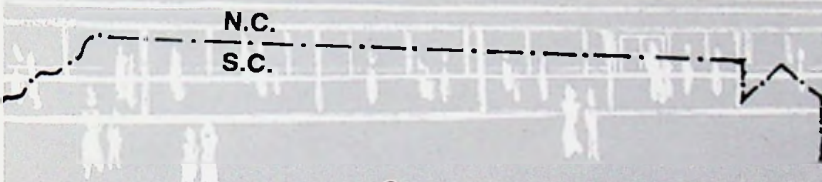
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Mom Allison And Her Racing Boys

continued from page 18

Was one of her sons more aggressive as a youngster than the others?

"Oh, yes! But I'm not going to say which one!" Nobody is going to back Mom Allison into a corner.

She will, however, discuss personality traits of her boys. Of Eddie, the oldest of the racing Allison, and the one who elects to work on the cars rather than in them, she says, "Eddie is a 'plugger', a steady worker."

"And he has a very high I.Q." interjects Judy, contributing to the description of her brother-in-law.

"But Eddie doesn't push himself into the lime-light," continues Mom Allison. "A few weeks ago, they interviewed Eddie on the radio, and I thought, 'Well, it's about time!'"

Anyone who has observed Eddie's children in the infield during a race, waving their uncles on to shouts of, "C'mon Uncle Donnie, C'mon Uncle Bobby," is

aware that ever-smiling, ever-genial Eddie bears no resentment that his younger brothers receive a larger portion of the spotlight than he.

"Bobby has such determination," continues Mrs. Allison. "Stick-to-itiveness. That's a word my father used to use. He'd say, 'You and Ed (Mr. Allison) will make it because you have stick-to-itiveness.' And Bobby has it. Through all the setbacks he has had, he still goes on."

Of younger son Donnie, Mrs. Allison says, "Donnie is outgoing, but he is thoughtful without appearing so." She pauses, puzzling over a way to explain exactly what she means.

Donnie's wife Pat smiles, apparently understanding well what Mrs. Allison is saying. "He's inwardly outward; not what he seems," she grins.

"Well, for example," explains Donnie's mother. "When we got to the motel last night, Donnie saw my suitcases sitting there and said, 'Don't you have anybody to carry these?' He grabbed them up to carry them, even though he has a cast on one wrist

continued on page 64



1971 wins were happy events for Allison family. Here father, wife, Bobby, mother and son Eddie (behind car owner Ralph Moody) visit CMS Victory Circle for the second time last year.



FOURSCORE IN CHARLOTTE...

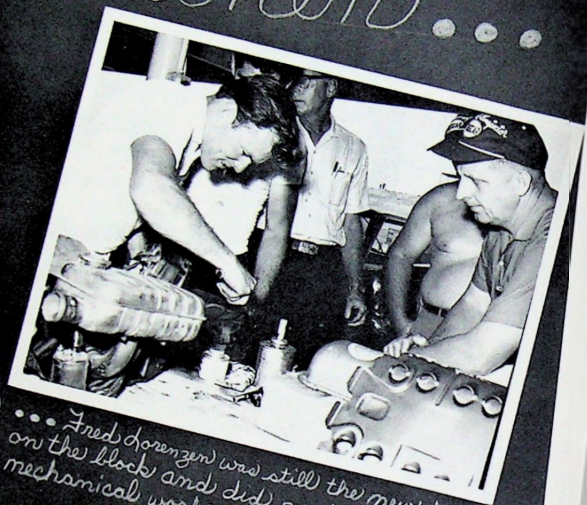
...and about a year and one half ago, these men brought forth on the Carolinas scene a new news. Quickly, from November to November, their novelty became a habit, increasing our metro total homes at 6 P.M. a whopping 48%*. We've never been dedicated to the principle that all newscasts are created equal. **EYEWITNESS NEWS [NOON, 6 & 11 PM] WSOC-TV**

*SOURCE: ARB estimates, Nov. 1970; Nov. 1971. Subject to qualifications available on request.

Remember When...



... two of the "Hot Dogs" were Marvin Panch in the Wood Brothers' car and Larry Frank driving for Ratus Walters, 1962 National 400



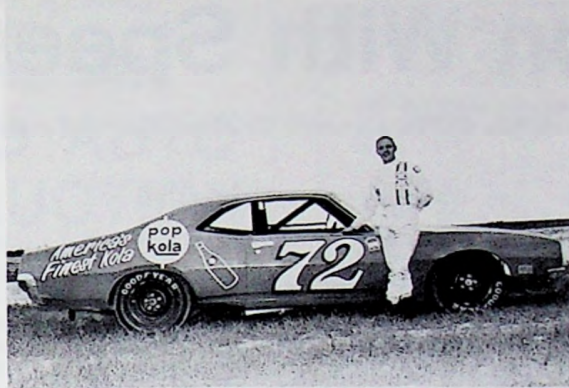
... Fred Lorenzen was still the new kid on the block and did most of his own mechanical work, 1961



... there was nearly as much construction equipment as race cars in the infield, 1960



... when an independent film crew made one of the first feature films with a stock car theme at CMS, 1964



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You see, Lord, everyone has prepared and now we are ready for the race. Father, a question is raised in our minds: have we prepared just as carefully for the race that leads to life eternal? Help us to do that.

Now, protect the drivers from harm and give us a great afternoon of fellowship together, through Jesus Christ our Lord. Amen."

—REV. G. HOWARD ALLRED

CMS Chaplain's Fascination With Speed

By BILL ROSS, Concord Tribune Sports Editor

Speed has always fascinated the Rev. G. Howard Allred, and accepting the call to the ministry has in

no way doused a flame that was kindled as a youth in Greensboro, North Carolina.

"I see no reason why I should deny myself the thrill of speed because I am a minister," reveals the Rev. Mr. Allred who piloted a Lockheed P38 during World War II.

"The Bible speaks of racing and to me racing in any form is merely a way of life.

"The mechanics who prepare today's machines must present the cars in excellent mechanical condition and a highly skilled driver must be behind the wheel.

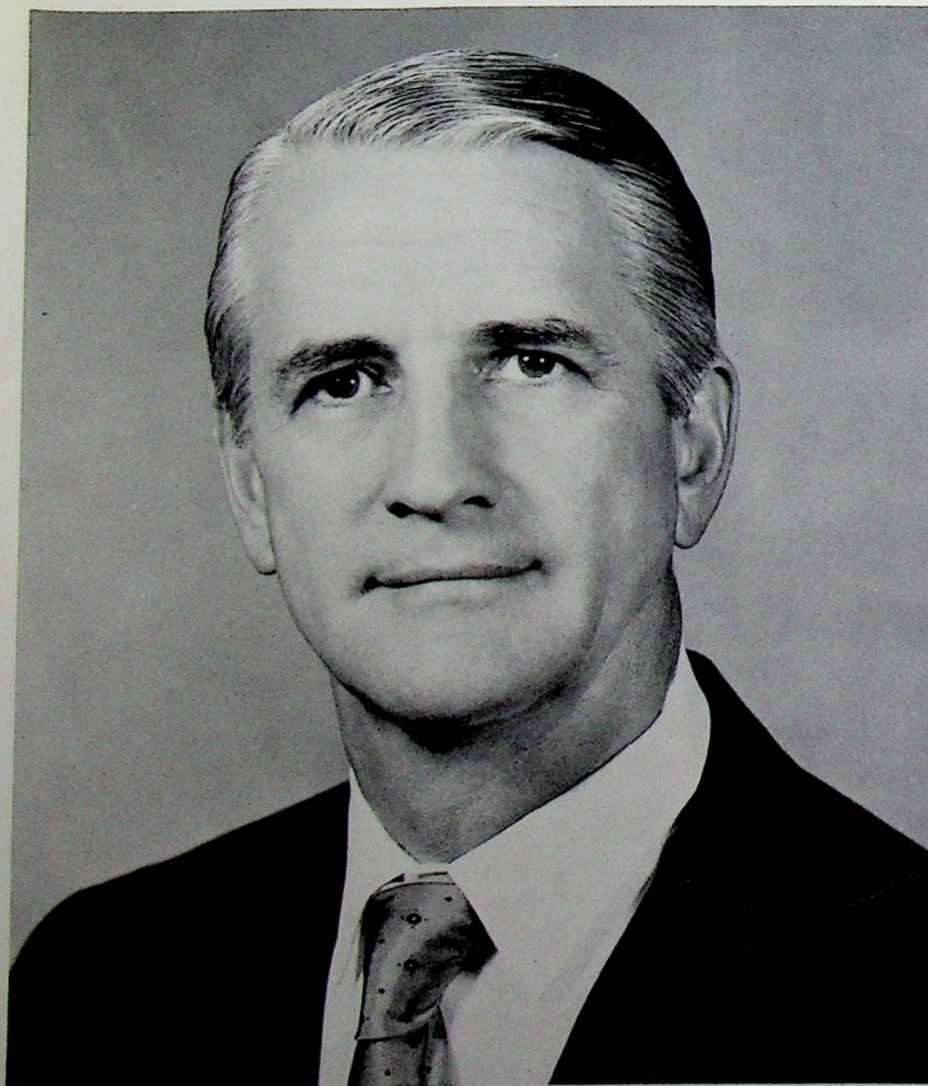
"But foremost, everyone concerned must harbor a burning desire to win.

"To win a race you must place everything in order and only the sick do not want to win."

I Corinthians 9:24—"Surely you know that in a race all the runners take part in it, but only one of them wins the prize. Run, then, in such a way as to win the race."
(TEV)

The Rev. Mr. Allred began tink-

continued on page 48



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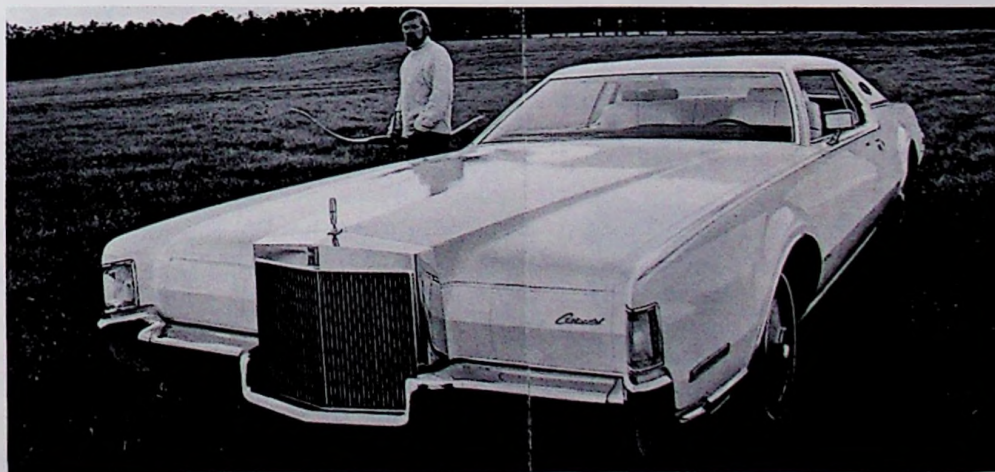
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FRANK PATTERSON

FROM START TO FINISH

Frank Patterson, Sports Editor
Kannapolis (N.C.) Daily Independent
based on fact and statistics compiled
by Skip Clayton, WRCP Radio,
Philadelphia, Pa.



SKIP CLAYTON

The famous adage of "it's what's up front that counts" is not the case at the Charlotte Motor Speedway when it comes to producing race winners as the pole position starters have had their difficulties in winning the World 600 and National 500 classics.

In fact, only three pole position winners have gone on to victory in the spectacular events at the nation's fastest mile and a half speedway.

Fred Lorenzen is the only driver to achieve this feat twice and he did it in back-to-back events in 1965. Charlie Glotzbach captured the pole and the race in the '68 National 500.

The third starting position is the best as far as producing race winners at Charlotte Motor Speedway. Six drivers have started from this berth and gone on to receive the checkered flag.

The late Speedy Thompson used this spot to win the inaugural National 400 in 1960, with David Pearson starting from the same spot and winning the '61 World 600. Other third place starters who won are Junior Johnson in the '62 National 400, Lorenzen in the '64 National 400, Donnie Allison in the '69 National 500 and Bobby Allison in the fall classic last year.

Even the outside front row position has produced more winners than the pole spot. Lorenzen started here in the '63 World 600 and went on to victory, with Junior Johnson and the fabled Chevy taking the '63 National 400 from the second grid. Lee Roy Yarbrough started second and won the '69 World 600 and Bobby Allison used the same policy in winning the 600 last May.

Only one other starting position has produced more than one winner—12th. Jim Paschal started from this position and won the '64 World 600 and Buddy Baker wheeled home first from this spot in the '68 World 600.

The longest advance into the winner's circle, sur-

prisingly, came in the inaugural World 600 in 1960 when Joe Lee Johnson moved from 20th place to take the checkered flag.

Other winners and their starting spots include Joe Weatherly, sixth; Nelson Stacy, 18th; Marvin Panch, seventh; Lee Roy Yarbrough, 17th; Jim Paschal, 10th; Donnie Allison, 9th, and Lee Roy Yarbrough, fifth.

Charging Charlie Glotzbach and the late Fireball Roberts own the most pole position starts at the Charlotte Motor Speedway with four, while Fred Lorenzen, Richard Petty and Cale Yarborough each had three prior to this year's qualifying. Donnie Allison had a pair.

As for the World 600 pole spot, Donnie Allison, Petty and the late Roberts each had the coveted spot twice while single time winners included Bobby Isaac, Johnson, Lorenzen, Cale Yarborough and Jimmy Pardue.

Of the 143 races run on the nation's super speedways since the 1950 Southern 500 at Darlington, there have been only 31 occasions when the pole position driver went on to first place and three of these races occurred this year.

Further research shows that 27 winners have started from the second position, 16 from fourth place, 15 from third and a dozen from fifth spot. On down the line, ninth place has produced eight winners, seventh has been the "big one" on seven occasions, sixth had recorded six winners and 12th place has produced four winners.

Even 43rd starting spot has produced a win.

Richard Petty, of course, is the top super speedway winner with 16, while Lorenzen owns 12 and Cale Yarborough and Lee Roy Yarbrough join Bobby Allison with 10. Fireball Roberts and David Pearson each won nine of the big events and A. J. Foyt has taken six.

continued on page 54

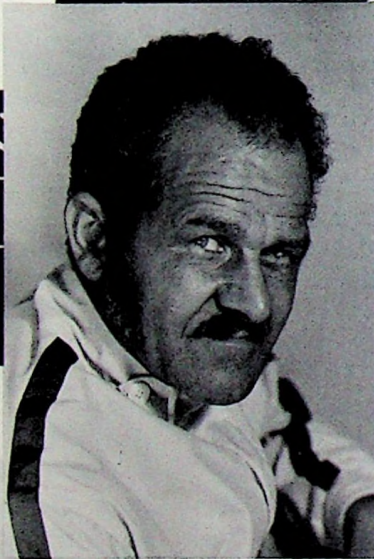
MAY 28 WORLD 600 12:30PM



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BOBBY ISAAC



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CHARLOTTE MOTOR SPEEDWAY

Pearson And The Woods

continued from page 16

here, too."

The Woods have won 27 races of 400 miles and longer, second only to Holman-Moody cars, with far less entries. Why Cale Yarborough conquered Atlanta, Darlington and Daytona twice during his six-superspeedway spree for the Woods in 1968. Wood cars, with Dan Gurney and Parnelli Jones aboard, have won at Riverside Raceway five times. Foyt has won both Grand Nationals at Ontario for the Woods. They've also won at Michigan and Rockingham.

Of course, Pearson's overall record is second only to Petty's. He's second in Grand National victories with 62 and prize money, which has surpassed the \$700,000 mark this season. David has won once at Atlanta, three Rebel 400's at Darlington, including the most recent the first time out in the Wood Mercury. He has been blanked at Daytona except for the '61 triumph, won the 1969 Yankee 400 at Michigan, the 1969 Carolina 500 at Rockingham among his eight superspeedway triumphs.

"I've had a lot of trouble at Charlotte," said Pearson. "After I won in 1961, I wouldn't have imagined I'd go more than 10 years without another victory. We're working on changing that."

If the fast start by Pearson and the Woods the first time they have ever teamed serves as a criterion, their dubious record here is certainly due for improvement—now.

Pearson blistered Darlington Raceway, where his great moments have come, in trials for the Rebel 400 last month, nosing out the heralded Chevrolet of



WINNERS' SMILES OF 1960 . . . The happiness of winning shows on the victors' faces after the 1960 National 400. Car owner Glen Wood (left) and crew chief Leonard Wood (right) share the joy of the late Speedy Thompson.

Bobby Allison for the pole. Then he drove like a man possessed at the tricky old track he knows as well, perhaps better than any one now driving outside of old pro Buck Baker, to win the first major race in the Wood car. He was leading Petty by a second in his second race, the Virginia 500 at Martinsville, when transmission trouble knocked him out of the race. And at Talladega on May 7 he made it 2-for-2 by

continued on page 69

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REG. U.S. PAT. OFF.

SEEMS LIKE YESTERDAY

continued from page 13

next three spots.

However, this didn't end the list of potential winners. Bobby Johns, Jimmy Pardue, Junior Johnson, Rex White, Marvin Panch, Fred Lorenzen, Bob Welborn, Ned Jarrett, Richard Petty and Nelson Stacy were also regarded as drivers capable of earning the \$25,505 that would go to the winner.

Roberts had set one-lap and four-lap records of 140.625 miles per hour and 140.150 mph respectively. But Pearson didn't respect Roberts' so-called speed edge and jumped into the lead as soon as the race started.

A year before, Pearson has burst upon the stock car racing scene by capturing the 600 and he was determined to make it two in a row.

Matthews was the first of the pre-race favorites to be sidelined as he blew a tire and wrecked on lap 13 as he attempted to stay with Pearson and Roberts.

Fireball, never one to be content with the runnerup position, was finally able to get around Pearson on lap 22, but the youngster from Spartanburg, S. C., returned the favor five laps later.

Jimmy Pardue decided to make the battle for the No. 1 spot a three-way affair as he whipped past his Pontiac counterparts on lap 29. And he remained outfront through lap 64 when Johnny Allen took over command for four tours of the 1½-mile speedway.

Pearson hadn't liked his vacation from the top spot and raced back into the lead on lap 69, but his stay was short-lived as another newcomer Bobby Johns grabbed



A memorable moment for Mr. and Mrs. Stacy but the start of a long list for car owner Ralph Moody.

hold of the No. 1 spot on lap 78 and then Richard Petty ended the Pontiac domination of the race by putting his Plymouth outfront from laps 82 through 85.

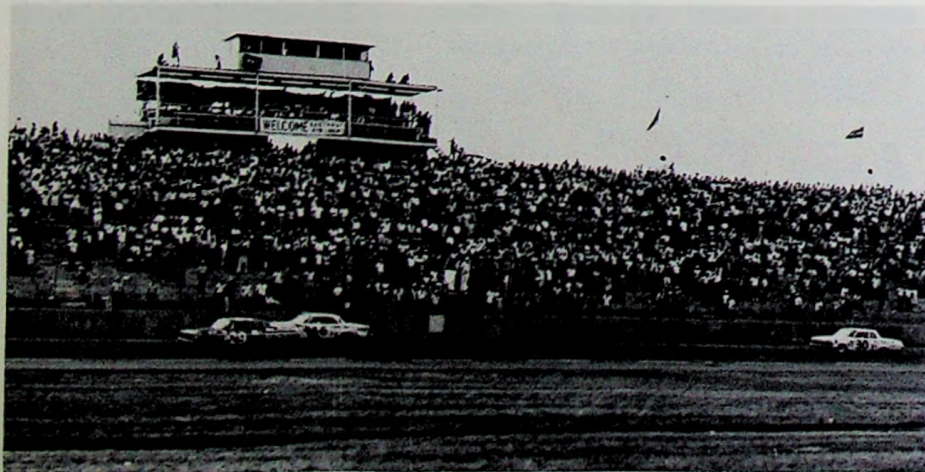
Pardue went back in front on lap 86 and kept his No. 54 in front until Pearson came whizzing

by on lap 135. Johns took command five laps later as the crowd was being treated to a brilliant struggle for the top position.

Petty occupied the front spot on lap 160 before Pardue, who was beginning to look like the driver to beat, returned to the lead. Roberts had been waiting for the right time to make his move which he decided was lap 186.

Four laps later, Pardue trying to stay with Roberts had a right front tire blow sending him into the first turn wall and ending his victory aspirations.

Now it looked as if the battle for the race and headlines on the Monday morning sport pages was between Roberts and Pearson. However, Nelson Stacy had stayed in the same lap and was able to occupy the top spot on laps 274 through 278 after Roberts had led from 186 through 207 and Pearson was the front-running driver on laps 208 through 273.



CMS before some of the improvements fans now enjoy.

continued on page 105



FROM START TO FINISH

continued from page 49

As far as winning the pole position, statistics reveal that Roberts is the king with 21 to his credit, while Lorenzen and Cale Yarborough own 14 apiece and Charlie Glotzbach 11. Richard Petty has 10 and Donnie Allison and David Pearson 7 apiece.

The front row pays rich dividends, however, at Darlington Raceway where the No. 1 and No. 2 starting positions have each produced eight winners, including David Pearson in the Rebel 400 this year. This means the front row has produced winners in 16 of the 37 races at the nation's oldest super speedway.

Fred Lorenzen and Richard Petty have both won two races after starting on the pole, with the other wins going to Pearson, Bobby Allison, Cale Yarborough and Fonty Flock.

Darlington has the unique distinction of having a car that started in 43rd position winning a race and this came in the inaugural 1950 Southern 500 when Johnny Mantz received the checkered flag. No driver has won at Darlington in the past 13 races with a starting position below fifth.

Roberts won the pole spot at Darlington on seven occasions and won four events. Fred Lorenzen was



JOE LEE JOHNSON
from 20th to Victory Circle at C.M.S.



GLEN "FIREBALL" ROBERTS
Only Charlie Glotzbach has started from the pole here as many times.

the No. 1 starter six times, with Petty, Yarborough and David Pearson each earning the distinction on three occasions. As for race victories, Buck Baker joins Petty, Herb Thomas and Pearson as three time winners.

The North Carolina Motor Speedway also pays dividends for a front row start as seven of the 13 race winners have come from this row and no driver have ever started 10th or worse and won a race at the mile speedway. Four pole position winners have taken the checkered.

Drivers starting in the No. 1 spot and winning the race are Pearson, Lorenzen, Bobby Isaac and Paul Goldsmith. Charlie Glotzbach owns more No. 1 starting spots than anyone at NCMC with three, while Richard Petty has won five of the races.

Donnie Allison is the only driver to start from the pole and win a race at the Alabama International Speedway at Talladega and only second position has produced over one winner in the five races. Richard Brickhouse won from ninth place in 1969, Pete Hamilton from sixth and fourth in the two 1970 races, Donnie from the No. 1 berth in 1971 and brother Bobby from the second spot in the other race that year. Pearson also started second in this year's Win-

continued on page 66

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Frustrations Of An Independent Driver . . . James Hylton

continued from page 24

"The rear end cooler warning signal came on. Something's wrong with the pump. I had two choices. Keep running until it broke or stop. I figured maybe the wire was faulty. When I pulled on the wire the pump ran. All the time I was driving with one hand.

"I finally came to a conclusion. We could hot wire the pump. But how could I explain to the crew what I needed. The caution came out and I ducked into the pits. I told Jerry what to do, made another lap and came in. He dove into the car, got it wired and I lost a lap.

"During all the confusion that led to the race," Hylton continued, "I never got the chassis set up. The car wouldn't handle. By the time we got the weight right 430 laps were gone. I was running good. I made a normal pit stop but cut a right rear tire going out of the pits. I had to return to the pits. By then all of the problems were behind me. I could run at the finish."

Hylton finished sixth. But later he was dropped back to seventh. The scorers had lost two of Bill Champion's laps, found them and moved him to sixth.

"It's getting to the point that I have to run to the scoring stand as soon as the race ends. It's a regular procedure. The points are important. The more points you get the more money you make. I was there arguing again, but it didn't do any good," Hylton said sourly.

Hylton drove back to Inman and arrived about 12:30 a.m. Monday. "I had one engine half completed for Talladega. I had just two days to be in Talladega for time trials. When we are this pushed for time Evelyn drops everything she's doing and runs errands for me," he said.

Hylton didn't make it to Talladega until Thursday. He blew his engine, crashed twice during the Winston 500 and finished second in the first segment of the Winston Cup point standings. The difference between first and second was \$6,000, plus Hylton had a sick car.

During preparations for the Winston 500, Hylton was the center of a controversy surrounding the point system. It was said he didn't deserve to win because he was a "lap champion, not a point champion."

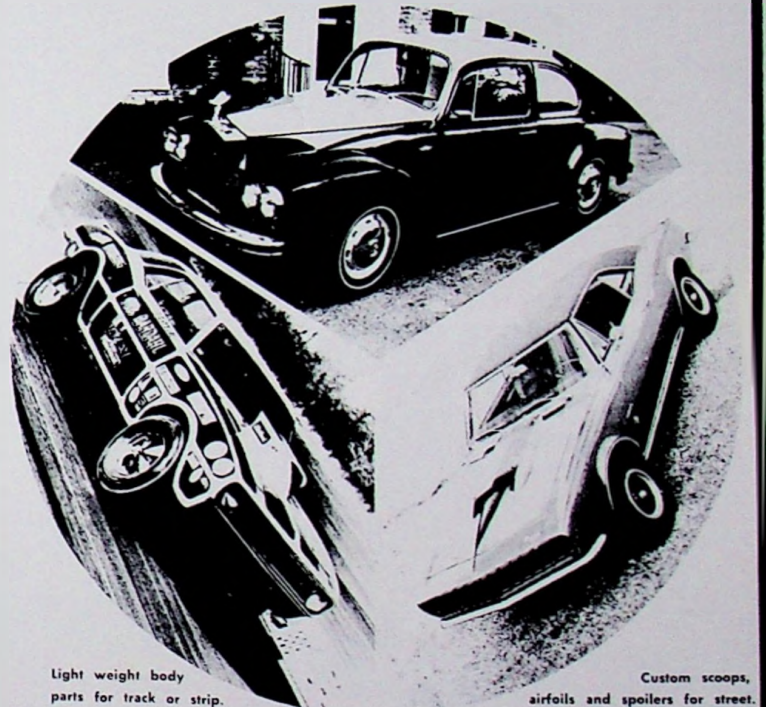
Entering today's World 600, James Hylton has competed in 287 Grand National races. The former Grand National Rookie of the Year and three-time runner-up in the point standings has won only one race. He has earned \$300,000.

Hylton acquired a sponsor in late March, Pop-Kola of Atlanta. "With the Winston Cup money and the STP money (which will be paid after today's World 600), plus my sponsor I felt like I could add some help and allow myself somewhat of a life at home with my wife and son. I've made a lot of sacrifices. I've worked hard. I dare Richard Petty to do what I have to do to go racing," Hylton said.

It hasn't been an easy life for Hylton since he became a full-time driver in 1966. But he plugs along, hoping that his day will come. The rags-to-riches road is long, bumpy and sometimes endless.

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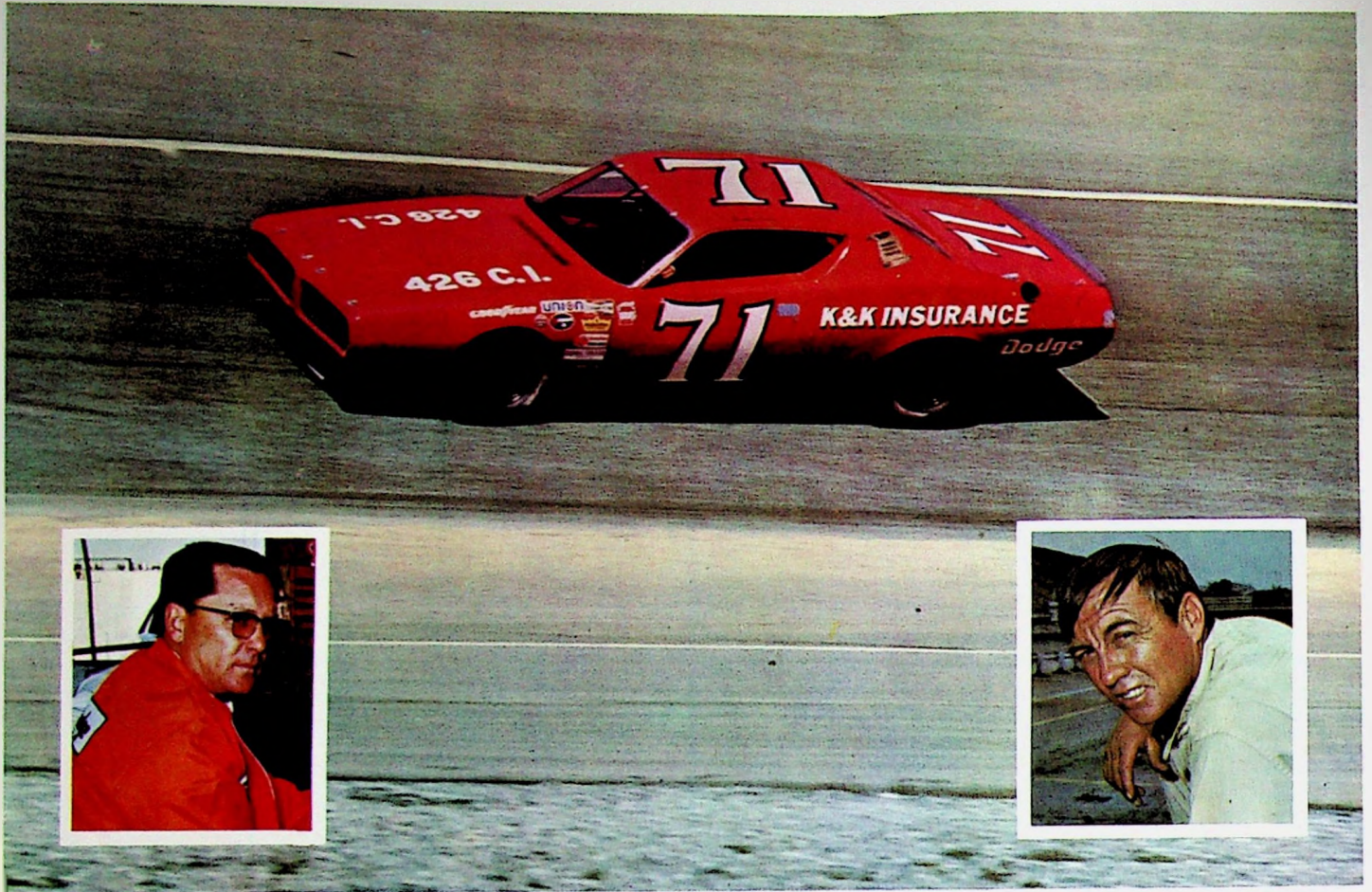


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CHARLOTTE MOTOR SPEEDWAY



HIGH SPEED HUMOR



By JIM HUNTER
Motorsports Writer, Atlanta Journal

David Pearson was laughing. So was Bobby Isaac.

The driver of the rental car was not. The rental application was not made out in David Pearson's name. Nor Bobby Isaac's.

It was made out in the name of the driver, who shall remain anonymous due to that popular conception in this country that accidents aren't planned.

This one was. Well, sort of . . .

Pearson and Isaac were putting the driver on. The group had been to one of those drive-in restaurants for lunch. When they were ready to leave, the driver asked Pearson and Isaac if it was all right to back out the drive.

Both gave the okay. The driver backed out. Right into the side of a pickup truck. Pearson and Isaac were laughing.

Who says stock-car drivers don't have a sense of humor? A little different at times, but funny.

Like the classic one involving Pearson and the ride from Savannah, Ga., to Columbia, S. C. Pearson told his buddy to drive. His buddy did.

Pearson told his buddy to "step on it." His buddy did. A highway patrol speed trap clocked the car carrying the pair well above the legal speed.

When the patrolman leaned over to ask for the license of the buddy behind the wheel, Pearson managed to say, without so much as cracking a smile, "Boy, I sure am glad you stopped us. I have been trying to get him to slow down ever since we left Savannah."



Stock-car drivers are really a funny bunch. Like big Joe Frasson.

When big Joe's Dodge ran practice laps at Talladega a month ago capable of being the fastest car in town, Joe decided to help things a little. Before his qualifying

run, he taped a big rock on his gas foot.

"Maybe it'll hold my foot down when everything else tells me to lift," said Joe, who also revels in using his 6-1, 230-pound frame to enliven life around the pools at night.

"When he wants to throw you in the pool, what else can you do but laugh," said one driver who has not yet performed the Joe Frasson dive fully clad. "I hear he's nice about it, though. He lets you take your wallet out of your pocket."



Humor is where you sometimes find it and former stock-car great Cale Yarborough got a big chuckle out of a dive he once made. A skydive, at that.

Cale, not one to do things in customary fashion, didn't make his dive into a pool. His target from a couple of thousand feet was the ocean, that portion of the Atlantic that serves as harbor water in Beaufort, S. C.

Cale was a part of a sky-diving exhibition. However, a brisk wind caught him on the way down. He missed the entire ocean and wound up on top of a bank in downtown Beaufort. Cale laughed.

"I was thinking about making a loan anyway," he said.



Stock-car drivers are a rare breed when it comes to laughing at near-disaster. What other group could find something funny about an ambulance ride?

Buddy Baker did. Baker's tale of a trip to a Tennessee hospital following a head-on crash with the wall at Smoky Mountain Raceway is hilarious.

Listen.

"I hit the wall head-on," says Baker. "Concrete is awful hard that way. I cracked a couple of ribs pretty bad."

That, however, is the means to an end as far as continued on page 63

Motor Trend Magazine has named the '72 Rally Nova "Compact Car of the Year."

Maybe it was the stripes?

It takes more than style and stripes to win a *Motor Trend* award.

Did you know, for example, that the *Motor Trend* staff tested over 100 cars from all over the world before finally selecting this year's seven winners?

Tested them thoroughly. Compared performance, features, strengths, weaknesses. Took a close look at workmanship. Dug deep. Discussed. Then voted.

We're delighted that our Rally Nova was a winner.

Motor Trend calls it "the happy culmination of what's happened with the Nova in the past seven years."

True.

And we appreciate the kind words.

But at the same time, you can be sure we're going to keep finding ways to make Nova an even better car.

Because we want your new Nova to be the best car you ever owned.

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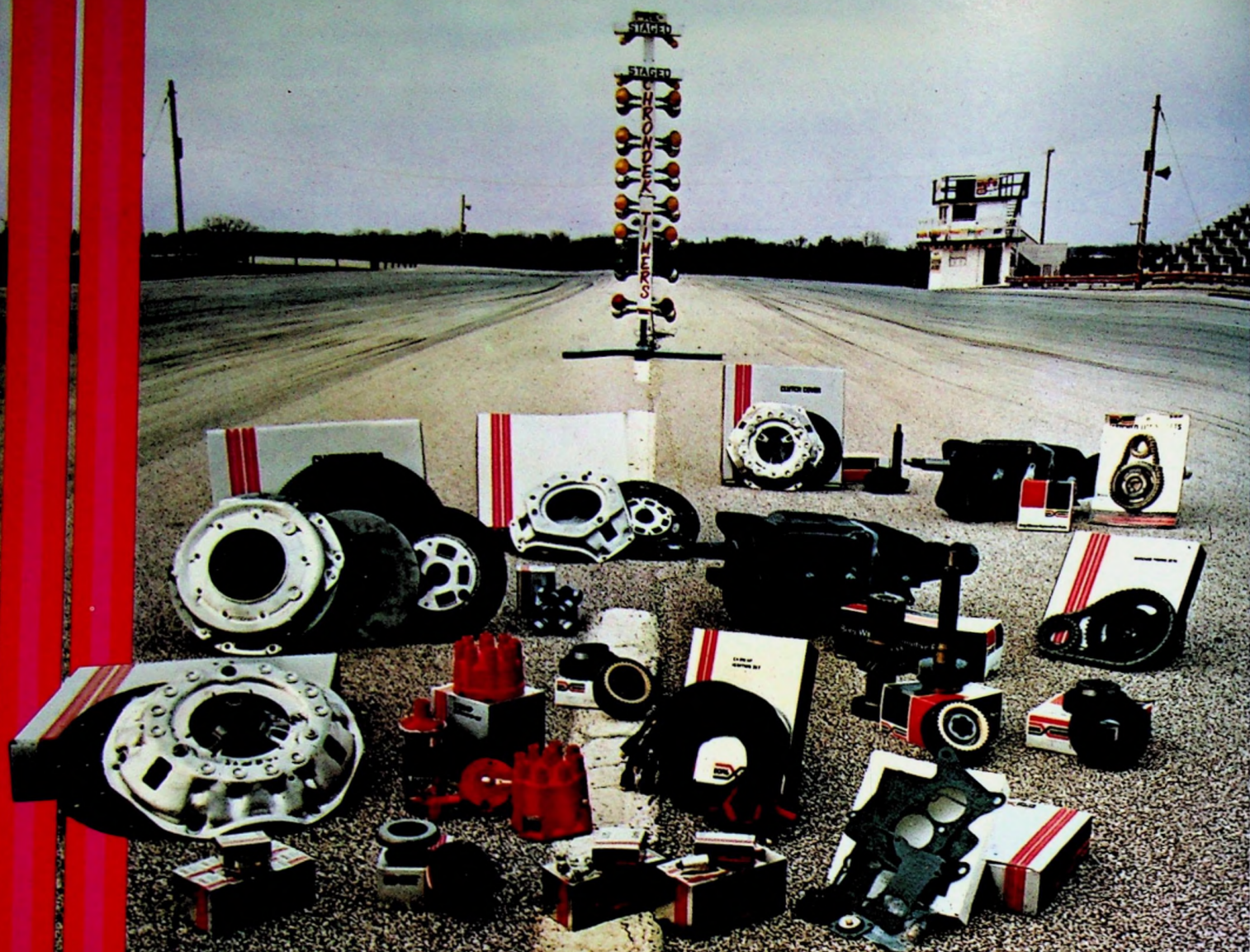
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You can lay it on the line with the Power Brute.



HIGH SPEED HUMOR

continued from page 58

Baker's story goes.

"They wheeled this old ambulance out to get me," says the witty Charlotte native, "and that's where my trouble really began. This cat jumped out of that ambulance and strapped me on a stretcher. He looked just like Barney Fife.

"Next thing I knew, they had me in the back of that old ambulance. When it took off, it forgot something. Me!

"They hadn't closed the back doors and when he dug pavement, the doors flew open and out the back I went, stretcher and all. I hadn't been that fast all night. I zoomed across the race track.

"If the other cars hadn't been on the opposite side of the track, I guess I would have been run over. They stopped the ambulance and came back to get me again.

"I wasn't having any of that. I told them to just show me the way to the hospital and I'd follow in my own car. I figured I might get killed in the ambulance."

The story does not end there.

"I got in my car and followed them to the hospital. We were tearing down the highway, with the lights and siren from the old ambulance showing the way. I was right behind.

"We came to town and ran up on a red light. A car pulled right out in front of the ambulance and when he touched the brakes, they locked up.

"The ambulance went spinning through a gas station on the corner. I couldn't believe it. They had all these old trash cans and oil barrels out in back of the filling station and the ambulance was knocking them all over the place.

"Oh, how glad I was I wasn't in the back of that thing. I could tell the driver wasn't hurt so I just kept going. I found the hospital all right and went into the emergency room. They took X-rays and all that stuff and I didn't need to stay overnight.

"I figured I'd go back to the track and see how the other drivers were getting along. Just as I walked out the door of the hospital, the ambulance pulled up.

"No sooner had the driver closed the door good. One of the tires blew. When I left, the ambulance driver was fixing the flat tire."

Baker laughs about it today. But it wasn't funny then.



Louise Smith, one of the first women to drive a NASCAR Grand National stock car, also laughs today about something that wasn't funny at all when it happened.

"We were racing at the old Occoneechee Speedway," says Mrs. Smith, remembered by oldtimers for her heavy foot rather than light sense of humor.

"Curtis Turner had told me how to drive the old dirt track there like he did. You know Curtis would cross his car up going into the turn and then stand back on the gas through the corner.

"He even had nerve enough to take a few laps with me to show me where to do what. I was getting along pretty well after his lessons."

Until.

"Until something on the car broke. I went sailing over the dirt bank and all I could see was treetops. I thought I was gonna tear down every tree in North Carolina. I was wondering which county I was gonna come down in.

"I must have hit every kind of tree there was to hit. A logger would have appreciated what I did.

continued on page 118

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Mom Allison And Her Racing Boys

continued from page 42

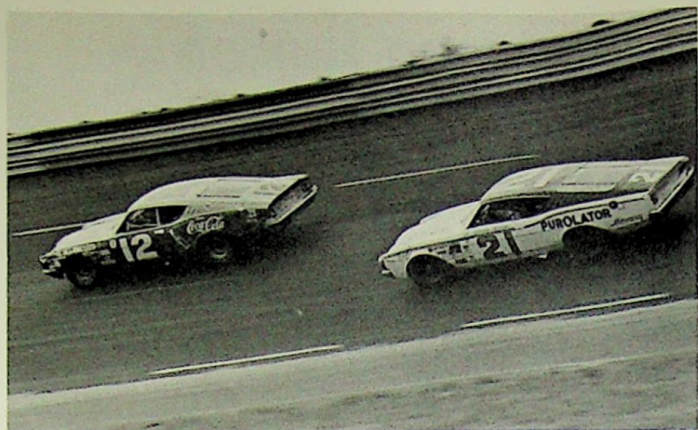
from a wreck in a Sportsman race."

Though it surprises some race fans to learn that there is a fourth Allison son involved in racing, it bothers Mom Allison when people refer to her "three racing sons".

"I don't like to leave one out when we're talking about our boys," she says. "Tom, our youngest son, does not race or work on the cars, but he is just as deeply interested and concerned as though he did."

Older brothers Eddie, Bobby, and Donnie concur heartily with her on that point. Bobby, speaking for his brothers as well, says, "Tommy is a photoengraver, a printer, and does much of my printing and decals and such. He's the one who makes an honest living," he quips. "But he's interested and involved in racing.

"In fact, Tommy is the one who went with me when I first started racing. He was my total fan club for a couple of seasons. We'd go to a race track, and I'd go with the car and Tommy would go up into



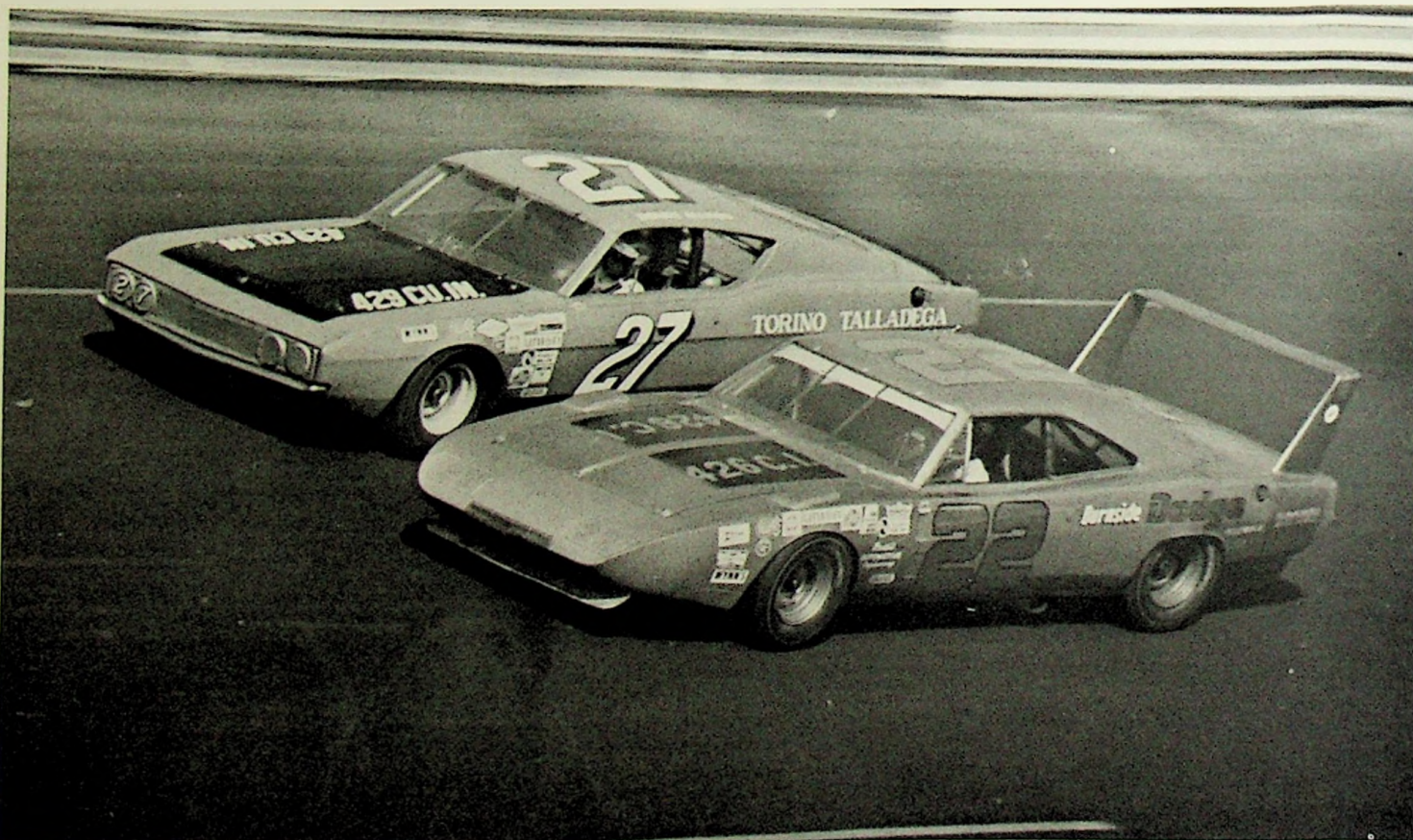
1971 Brothers' Battle. During last year's events at Charlotte Motor Speedway it was brother Bobby, in the Coca Cola Mercury (#12), against brother Donnie, in the Woods Brothers Mercury #21, with Bobby winning both the races. Donnie was second in the World 600 and third in the National 500 to become the biggest money winner at CMS with \$122,731.

the stands and sell concessions or programs. Sometimes, he'd make more money than I did!"

But back to the original question, for whom does a mother pull when she has two sons in the same race? Pat teases her mother-in-law: "She always pulls for the underdog."

"Well, if one of the boys has been doing well, and

continued on page 101



During 1969 National 500 it was a battle between brothers as Donnie (#27) and Bobby (#22) duel in the final moments before Donnie triumphed.

DEMETRISS TAPP



Demetriss Tapp, recording star from Nashville, Tenn., originally from North Carolina, will sing prior to the running of the World 600. The NASCO record vocalist will also sing the National Anthem.

Remember THE NATIONAL 500 OCT. 8, 1972



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THE RACER'S PRAYER

Lord I pray as I race today
Keep me safe along the way
Not only me but others too
As they perform the jobs they do

I know God, that in a race
I, the driver, must set the pace
But in this race of life I pray
Help me Lord along the way

Although I know I am a sinner
Help me to believe that with
GOD you're always a winner

Bro. Bill P.O. Box 53 Gadsden, Ala 35904

FROM START TO FINISH

continued from page 54

ston 500 and drove to victory lane.

Bobby Isaac has been on the pole three times for the race, with Hamilton the only two-time winner.

The favored spot to start a race at the Atlanta International Raceway is fifth since eight drivers have used this spot to win. The pole berth has been the coveted one on five occasions and the outside front row spot four times.

Winning from the pole at Atlanta are Bobby Allison, Fireball Roberts, Lorenzen, Marvin Panch, Yarborough and A. J. Foyt. In 26 major races at the track, only one driver has started behind ninth place and won. This happened in 1964 when Ned Jarrett took the checkered flag after starting in 17th position. Lorenzen leads in race wins with four, with Petty and Yarborough having three apiece. Roberts started from the pole on five occasions.

The front row starting spot and fourth place share the spotlight as far as producing winners at Daytona International Speedway with five each. The second starting berth has had four winners and ninth has produced three.

Winning from the pole at Daytona are Roberts twice, Jack Smith, Yarborough and Petty. Almost half of the winners in the 26 races have come from behind eighth starting spot.

Roberts owns four Daytona wins as compared to three for Petty, Yarborough and Foyt, while Roberts was on the pole starting spot on five occasions.

To win at Dover Downs International Raceway, statistics show you should start second, third or fourth. In the track's four races, Richard Petty has won from the second, third and fourth positions and Bobby Allison from the second berth.

It's a different story at Michigan International Speedway where half of the previous six races have



JUNIOR JOHNSON

Started from second in Chevy's last Charlotte win.

been won by the No. 1 starter. Bobby Allison, David Pearson and Charlie Glotzbach have finished first here after starting first. The only other winners have come from the position No. 4 by Cale Yarborough twice and Bobby Allison in the runner-up spot last year in the Yankee 400.

Pole position is the only position to start a race at Ontario Motor Speedway in California and win. A. J. Foyt has shown this to be a fact as he has twice started on the pole and gone on to receive the checkered flag in both of the events.

The Texas International Speedway has produced winners from starting spots 3 and 7, with Isaac and Petty achieving the laurels. Buddy Baker and Pete Hamilton have been the top qualifiers in the two races.

What does this all mean? Well, one thing for sure is that it will not stop the drivers from going after the prestige, personal satisfaction and pride, as well as a small bonus, that goes to the pole position winner.

It will not change any strategy of a driver towards qualifying or trying to win a race. All will be gunning for as high a starting spot as possible and still have just as high a hopes of taking the checkered flag.

Still, it's interesting to look at statistics and discover some fascinating facts about race winners as to where they started the race and finished. None has ever started and won from 13th position.

Statistics don't mean a thing as to who will win the World 600 today but if a driver believes in the law of averages or such things maybe he should start in third position today. It could be this berth will produce a seventh winner at the Charlotte Motor Speedway.



"LITTLE JOE" WEATHERLY
Started sixth in his only CMS Victory.

MAY 28 WORLD 600 12:30PM



BOBBY ALLISON



BUDDY BAKER



RED FARMER



BILL DENNIS



ELMO LANGLEY

CHARLOTTE MOTOR SPEEDWAY



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Pearson And The Woods

continue from page 51

winning the Winston 500.

If nothing else, Pearson proved conclusively that the hill he's supposed to be over is somewhere in the distance. While David was sitting around waiting for Ray Nichols to get Chris Vallo's Pontiac competitive, rumblings in the garage, even around some of Pearson's coffee stops in Spartanburg, had him all washed up. Pearson hushed all of their mouths and got them to talking about how much he looks like the old Pearson of past years.

"I have just as much desire to win as I always have had," said Pearson. "I hope that I'm smarter. I know I'm not as wild. For this reason, maybe people think I drive too conservatively. I didn't drive Darlington as hard as it might have appeared. I drove a cautious race because I think more of my hide than I used to. I guess that's because I don't have to race to make a living. I wouldn't say I'm rich, but I have invested my money wisely and can live without racing.

"As everybody knows, the Wood car is capable of winning no matter who's in it. I'm not trying to prove anything, although I was well aware before Darlington that Foyt had won at Daytona and Ontario.

"I know what the Wood car is capable of doing. I've run against it enough to know, but tell you the truth, I really didn't know it was as good as it is until the first big race.

"I hadn't won a big race in two years. Well, I haven't had the equipment. I never said much about

it, but one of the reasons I left Holman-Moody was that I felt we were running with the wrong engine at that time. The first time I had the right engine, I wrecked and didn't get the chance to see what it would do. That's when I had the tunnelport (as opposed to the 429 Boss Mustang) in my last race for Holman-Moody in the Rebel 400 in 1971.

"I also know it appeared that I wasn't doing the job. Bobby Allison took over my ride and won eight

continued on page 108



The 1961 World 600 winner, David Pearson (right) checks with mechanic Ray Fox on the tire situation shortly before the start of the race.

Driver Records At Charlotte Motor Speedway

National 500 Races

World 600 Races

Driver	Starts	Miles	Money Won	Starts	Miles	Money Won	Total Starts	Total Miles	Total Money Won
Johnny Allen	3	715.5	\$ 1,200	5	1182.0	\$ 3,040	8	1897.5	\$ 4,240
Bobby Allison	5	2298.0	45,715	7	1675.5	42,838	12	3973.5	87,453
Donnie Allison	6	2503.5	37,681	5	2637.0	85,050	11	5140.5	122,731
Jack Anderson	1	177.0	400	1	537.0	1,500	2	714.0	1,900
Mario Andretti	1	285.0	1,100	—	—	—	1	285.0	1,100
Ben Arnold	4	1567.5	5,209	3	655.5	3,815	7	2223.0	9,024
Buddy Arrington	5	1465.5	5,650	4	1959.0	6,446	9	3424.5	12,096
Jim Austin	—	—	—	1	36.0	200	1	36.0	200
L. D. Austin	2	708.0	825	1	49.5	200	3	757.5	1,025
H. B. Bailey	2	394.5	1,375	1	105.5	775	3	499.5	2,150
Buck Baker	7	1939.5	4,165	8	2698.5	9,540	15	4638.0	13,705
Buddy Baker	9	2355.5	31,908	12	4570.5	45,812	21	6926.5	77,720
Walter Ballard	1	334.5	1,148	1	16.5	800	2	351.0	1,948
Earl Balmer	3	1270.5	3,930	3	114.0	13,375	6	2410.5	17,305
Bob Barron	1	279.0	900	1	436.5	200	2	715.5	1,100
Larry Baumel	1	450.0	1,775	1	9.0	1,275	2	459.0	3,050
Herman Beam	3	1056.0	1,125	3	1573.5	1,025	6	2629.5	2,150
Johnny Beauchamp	1	384.0	400	1	594.0	9,110	2	978.0	9,510
Gene Black	1	352.5	680	1	9.0	635	2	361.5	1,315
Bunkie Blackburn	3	825.0	3,550	5	1809.0	3,350	8	2634.0	6,900
David Boggs	1	336.0	\$ 1,184	—	—	—	1	336.0	1,184
Dick Bown	—	—	—	1	165.0	1,015	1	165.0	1,015
Jack Bowsher	2	754.5	2,125	—	—	—	2	754.5	2,125
Bobby Brack	1	327.0	1,063	—	—	—	1	327.0	1,063
Bruce Brantley	1	208.5	275	—	—	—	1	208.5	275
Richard Brickhouse	2	226.5	1,675	2	261.0	2,706	4	487.5	4,381
Ronnie Bristow	1	7.5	425	—	—	—	1	7.5	425
Earl Brooks	4	927.0	3,931	3	1125.0	3,960	7	2052.0	7,891
Richard Brooks	3	793.5	4,693	3	943.5	5,225	6	1737.0	9,918
Richard Brown	1	334.5	1,173	1	495.0	1,350	2	829.5	2,523
Bob Burdick	—	—	—	1	507.0	200	1	507.0	200
Earl Canavan	1	217.5	870	—	—	—	1	217.5	870
Raymond Carter	—	—	—	1	87.0	600	1	87.0	600
Joe Caspolich	—	—	—	1	469.5	1,025	1	469.5	1,025
Neil Castles	8	2539.5	9,417	9	3291.0	13,707	17	5830.5	23,124
Gerald Chamberlain	—	—	—	1	85.5	1,175	1	85.5	1,175
Bill Champion	4	1695.0	5,849	6	2406.0	8,725	10	4101.0	14,574
Rene Charland	1	12.0	455	—	—	—	1	12.0	455
Paul Clark	—	—	—	1	144.0	425	1	144.0	425
Paul Connors	—	—	—	1	555.0	2,600	1	555.0	2,600
Jim Cook	—	—	—	1	514.5	400	1	514.5	400
Bob Cooper	3	147.0	1,760	3	795.0	2,650	6	942.0	4,410
Doug Cooper	3	723.0	1,815	2	532.5	2,450	5	1255.5	4,265
Doug Cox	—	—	—	1	9.0	200	1	9.0	200
Tom Cox	1	9.0	450	1	67.5	320	2	76.5	770
Curtis Crider	5	1227.0	1,825	4	1270.5	3,250	9	2497.5	5,075
Joel Davis	—	—	—	1	1.5	625	1	1.5	625
Bill Dennis	3	669.0	3,103	1	573.0	1,925	4	1242.0	5,028
Bob Derrington	1	333.0	500	2	954.0	2,175	3	1287.0	2,675
Darel Dieringer	8	2956.5	15,931	7	2905.5	8,665	15	5862.0	24,596
Johnny Dodd, Jr.	—	—	—	1	102.0	375	1	102.0	375
Bob Duell	—	—	—	1	9.0	200	1	9.0	200
Gerald Duke	—	—	—	2	726.0	3,975	2	726.0	3,975
Ralph Earnhardt	1	387.0	1,225	4	691.5	2,995	5	1078.5	4,220
Hoss Ellington	3	673.5	3,303	1	552.0	3,525	4	1225.5	6,828
Gene Elliott	6	1086.5	3,218	5	2146.5	4,475	11	3232.5	7,693
George England	1	439.5	745	1	481.5	1,400	2	921.0	2,145
Joe Eubanks	—	—	—	2	645.0	1,550	2	645.0	1,550
Harold Fagan	—	—	—	1	352.5	1,400	1	352.5	1,400
Red Farmer	2	423.0	2,000	—	—	—	2	423.0	2,000
Tim Flock	—	—	—	1	382.5	200	1	382.5	200
"Red" Foote	1	271.5	300	1	553.5	575	2	825.0	875
Bill Foster	1	190.5	275	—	—	—	1	190.5	275
A. J. Foyt	7	1819.5	7,664	—	—	—	7	1819.5	7,664
Larry Frank	3	876.0	1,285	6	2295.0	8,485	9	3171.0	9,770
Joe Frasson	2	780.0	3,090	2	667.5	3,120	4	1447.5	6,210
Ernie Gahan	—	—	—	1	525.0	500	1	525.0	500
Arnie Gardner	—	—	—	1	385.0	200	1	385.5	200
Whitey Gerkin	1	3.0	625	—	—	—	1	3.0	625
Wayne Gillette	1	421.5	1,200	—	—	—	1	421.5	1,200
Charles Glotzbach	6	2206.5	33,729	4	1180.5	8,585	10	3387.0	42,314
Paul Goldsmith	4	1366.5	15,240	5	1735.5	8,268	9	3102.0	23,508
Tubby Gonzales	1	57.0	250	2	513.0	500	3	570.0	750
Cecil Gordon	4	1465.5	5,385	3	1083.0	4,700	7	2548.5	10,085
Jerry Grant	—	—	—	1	372.0	1,955	1	372.0	1,955
Henley Gray	5	2002.5	5,168	6	2190.0	8,000	11	4192.5	13,168
Sgt. George Green	2	625.5	775	1	540.0	425	3	1165.0	1,200
Charles Griffith	—	—	—	1	547.5	750	1	547.5	750
Johnny Halford	2	447.0	2,153	—	—	—	2	447.0	2,153
Pete Hamilton	3	1185.0	5,741	2	1180.5	13,975	5	2365.5	19,716
Jack Harden	—	—	—	1	516.0	1,375	1	516.5	1,375

1972 NASCAR RACING SCHEDULE

WINSTON CUP GRAND NATIONAL

Date	Location	Dist.	FIA List	Posted Awards
June 4	Dover, Del. (1 Mi Pvd)	500 M	Int	\$83,300
June 11	Irish Hills, Mich. (2 Mi Pvd)	400 M		80,000
June 18	Riverside, Cal. (2.62 Mi Pvd)	400 M	Int	68,645
June 25	Bryan, Tex. (2 Mi Pvd)	500 M		67,295
July 4	Daytona Beach, Fla. (2½ Mi Pvd)	400 M	F/Int	80,805
July 9	Bristol, Tenn. (.533 Mi Pvd)	500 L		30,375
July 16	Trenton, N. J. (1½ Mi Pvd)	300 M		32,530
July 23	Atlanta, Ga. (1.522 Mi Pvd)	500 M	Int	90,405
Aug. 6	Talladega, Ala. (2.66 Mi Pvd)	500 M	F/Int	119,275
Aug. 26	Nashville, Tenn. (.596 Mi Pvd)	420 L		24,675
Sept. 4	Darlington, S. C. (1.366 Mi Pvd)	500 M		111,475
Sept. 10	Richmond, Va. (FG) (.542 Mi Pvd)	500 L		25,290
Sept. 17	Dover, Del. (1 Mi Pvd)	500 M	F/Int	70,925
Sept. 24	Martinsville, Va. (.525 Mi Pvd)	500 L		36,050
Oct. 1	North Wilkesboro, N. C. (5/8 Mi Pvd)	400 L		26,800
Oct. 8	Charlotte, N. C. (1.5 Mi Pvd)	500 M	F/Int	107,581
Oct. 22	Rockingham, N. C. (1.017 Mi Pvd)	500 M	F/Int	93,600
Dec. 3	Bryan, Tex. (2 Mi Pvd)	500 M		67,295

GRAND NATIONAL EAST

July 11	Malta, N. Y. (.362 Mi Pvd)	250 L		8,600
July 13	Islip, N. Y. (1/5 Mi Pvd)	300 L		8,600
July 27	Columbia, S. C. (.510 Mi Pvd)	200 L		8,600
July 29	Hickory, N. C. (.363 Mi Pvd)	276 L		9,945
July 30	Kingsport, Tenn. (.337 Mi Pvd)	300 L		8,600
Aug. 11	Winston-Salem, N. C. (1/4 Mi Pvd)	250 L		8,600
Aug. 13	Ona, W. Va. (7/16 Mi Pvd)	500 L		17,000

NOTE: Some changes in above schedule may be necessary because of postponed Winston Cup Grand National events.

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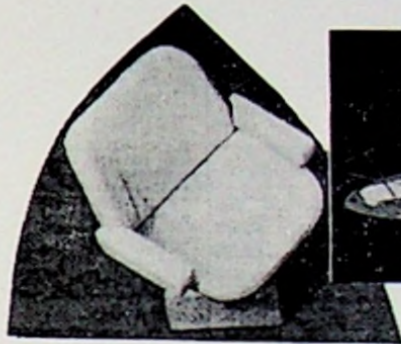
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GLASSPAR for '72 offers a world of boating beauty ... bold, exciting new models with decorator interiors and lavish appointments. Striking new innovations ... a new easy-up top offers maximum visibility from all angles. These and many more standard features give you more boat for your money.



Style, comfort and convenience ... that's GLASSPAR'S new reclining seat that swivels 360 degrees for conversational ease, sun bathing or sightseeing.



NEWPORT CRUISER

Cruiser convenience with runabout maneuverability ... that's GLASSPAR'S Newport cruiser. A rear padded sundeck, enclosed cabin with bunks, enclosed head and permanent dual fuel tanks.

- * SAFER
- * STRONGER
- * QUIETER

... that's
GLASSPAR with
life/guard
construction.



CITATION BOW RIDER

The big, broad versatile 17' Citation has a modified-V hard chine hull that cuts big waves down to size. There's comfortable room for six with storage space to spare. A padded foredeck area with a lockable beverage compartment. Engine options up to 140 hp.



Ben Huntley



Ben McGraw

MANY
OTHER
MODELS
ON
DISPLAY



Ben Huntley Jr.



Jimmy Huntley

HUNTLEY MARINE

Pineville Rd. at Pineville - 889-2111

0127

Driver Records At Charlotte Motor Speedway

National 500 Races

World 600 Races

Driver	National 500 Races			World 600 Races			Total Starts	Total Miles	Total Money Won
	Starts	Miles	Money Won	Starts	Miles	Money Won			
Bud Harless	—	—	—	1	4.5	\$ 650	1	4.5	\$ 650
Rock Harn	1	1.5	445	—	—	—	1	1.5	445
Butch Hartman	2	945.0	2,580	—	—	—	2	945.0	2,580
Friday Hassler	7	2385.0	8,155	6	2694.0	10,615	13	5079.0	18,770
Jeff Hawkins	1	138.0	515	—	—	—	1	138.0	515
Jimmy Helms	2	7.5	800	3	933.0	3,150	5	940.5	3,950
Elmo Henderson	1	183.0	310	1	318.0	275	2	501.0	585
J. C. Hendrix	1	381.0	875	—	—	—	1	381.0	875
Larry Hess	3	513.0	2,150	2	705.5	2,825	5	1218.0	4,975
Dr. Ed Hessert	—	—	—	1	511.5	1,775	1	511.5	1,775
Butch Hirst	1	336.0	1,499	—	—	—	1	336.0	1,499
Armond Holley	—	—	—	1	46.5	775	1	46.5	775
Don Hume	2	288.0	950	1	219.5	950	3	507.0	1,900
T. C. Hunt	2	87.0	475	2	961.5	1,950	4	1048.5	2,425
Mark Hurley	—	—	—	1	16.5	625	1	16.5	625
Jim Hurtubise	1	459.0	905	—	—	—	1	457.0	905
Dick Hutcherson	3	924.0	11,640	2	1188.0	10,020	5	2112.0	21,660
Sonny Hutchins	3	634.5	2,570	6	1999.5	8,075	9	2634.0	10,645
James Hylton	6	1638.0	7,220	6	3285.0	27,359	12	4923.0	34,579
Tom Ingram	—	—	—	1	66.0	810	1	66.0	810
Tommy Irwin	1	30.0	350	1	541.5	500	2	571.5	850
Bobby Isaac	7	2159.0	26,970	7	3162.0	22,598	14	5301.0	49,568
Bob James	1	238.5	400	1	166.5	400	2	405.0	800
Ned Jarrett	7	2091.0	11,410	7	2842.5	13,375	14	4933.5	24,785
Gordon Johncock	2	541.5	3,620	—	—	—	2	541.5	3,620
Bobby Johns	8	1405.5	6,270	5	2058.0	9,460	13	3463.5	15,730
Dick Johnson	1	274.5	1,100	1	103.5	1,200	2	378.0	2,300
Joe Lee Johnson	2	586.5	1,520	2	660.0	27,380	4	1246.5	28,900
Junior Johnson	6	1731.0	27,390	6	1614.0	21,455	12	3345.0	48,845
Lionel Johnson	1	315.0	620	—	—	—	1	315.0	620
Joe Jones	1	330.0	450	—	—	—	1	330.0	450
"Possum" Jones	2	379.5	750	2	565.5	725	4	945.0	1,475
Reds Kagle	—	—	—	1	415.5	220	1	415.5	220
Iggy Katona	2	805.5	1,565	—	—	—	2	805.5	1,565
Johnny Kennedy	1	451.5	1,425	1	6.0	1,050	2	457.5	2,475
Ron Keselowski	—	—	—	2	778.5	2,940	2	778.5	2,940
Harold Kite	1	1.5	410	—	—	—	1	1.5	410
Elmo Langley	10	3275.0	10,265	9	2895.0	10,645	19	6171.0	20,910
Sonny Lanphear	—	—	—	1	43.5	675	1	43.5	675
Paul Lewis	4	1227.5	2,700	6	2013.0	7,175	10	3240.5	9,875
Jimmy Lineberger	1	104.0	925	—	—	—	1	104.0	925
Ed Livingston	3	888.0	1,360	3	679.5	975	6	1567.5	2,335
Fred Lorenzen	8	2631.0	38,255	8	3946.5	76,745	16	6577.5	115,000
Tiny Lund	5	1300.5	2,840	8	4048.5	21,625	13	5349.0	24,465
Clyde Lynn	3	1134.0	3,060	4	1363.0	4,775	7	2496.0	7,835
J. D. McDuffie	3	1201.5	3,857	3	1495.5	5,050	6	2697.0	8,907
Bill McMahan	1	67.5	400	1	346.5	625	2	414.0	1,025
Worth McMillion	2	405.0	850	2	1035.0	1,750	4	1440.0	2,600
Sam McQuagg	3	472.5	1,645	5	1330.5	6,215	8	1803.0	7,860
Larry Manning	2	165.0	1,325	4	1774.5	4,370	6	1939.5	5,695
Dave Marcis	4	979.5	4,221	4	1818.0	7,323	8	2797.5	11,544
Ed Marksteller	—	—	—	2	579.0	500	2	579.0	500
Coo Coe Marlin	2	276.0	1,959	1	240.0	1,525	3	516.0	3,484
Gene Marmour	—	—	—	1	36.0	200	1	36.0	200
Jim Massey	—	—	—	1	499.5	400	1	499.5	400
Banjo Matthews	2	469.5	1,025	4	1627.5	3,750	6	2097.0	4,775
Roy Mayne	6	1189.5	5,040	5	1134.0	5,750	11	2323.5	10,790
Stan Meserve	1	27.0	625	—	—	—	1	27.0	625
Bob Moore	—	—	—	1	351.0	1,420	1	351.0	1,420
Bud Moore	2	195.0	1,525	1	273.0	1,215	3	468.5	2,740
Bunk Moore	1	304.5	200	—	—	—	1	304.5	200
Doug Moore	1	55.5	400	—	—	—	1	55.5	400
Bill Morgan	1	166.5	300	—	—	—	1	166.5	300
Wes Morgan	1	358.5	300	1	520.5	250	2	879.0	550
Bill Morton	—	—	—	2	976.5	1,635	2	976.5	1,635
Ed Negre	2	661.5	2,654	2	534.0	2,605	4	1195.5	5,259
Don O'Dell	1	135.0	200	—	—	—	1	135.0	200
Cotton Owens	1	399.0	2,275	1	9.0	500	2	408.0	2,775
Lennie Page	1	132.0	200	—	—	—	1	132.0	200
Marvin Panch	7	1638.0	7,651	7	2698.5	33,255	14	4336.5	40,906
Jimmy Pardue	4	1180.5	1,700	5	1999.5	4,405	9	3180.0	6,105
Benny Parsons	2	832.5	5,455	2	1182.0	15,195	4	2014.5	20,650
Jim Paschal	7	2191.5	10,665	9	3900.5	64,395	16	6092.0	75,060
Dave Pearson	10	3573.0	18,253	11	5005.5	63,172	21	8578.5	81,425
Lee Petty	1	178.5	300	—	—	—	1	178.5	300
Richard Petty	11	3708.0	26,916	10	4152.0	34,817	21	7860.0	61,736
Tom Pistone	2	391.5	1,150	3	598.5	2,665	5	990.0	3,815
Marvin Porter	—	—	—	1	204.0	200	1	204.0	200
J. T. Putney	4	1180.5	3,275	4	1354.5	4,840	8	2535.0	8,115
Wilbur Rakestraw	—	—	—	1	85.5	200	1	85.5	200
Jim Reed	1	133.5	325	3	934.5	1,225	4	1068.0	1,550

CMS Chaplain's Fascination With Speed

continued from page 48

missions sometimes required four to eight hours flying time because the P38 would cruise at only 325 miles per hour. Today's jet aircraft would make the P38 appear as if it were flying in reverse should the two be flying in the same direction.

"But the P38 was the fastest thing in the air then and I used to get a big thrill out of putting the nose down and reaching 600 miles per hour before the aircraft structure began to vibrate. Once the vibration began I knew that I had all the speed that I could safely attain."

The Rev. Mr. Allred reflected on a combat mission where he came in contact with a highly skilled German anti-aircraft weapons gunner while on a mission in Italy's Po Valley.

"That German gunner reminds me of present and past Grand National stock car drivers and mechanics. Each of them strives to be the best in the business.

"I was flying at 22,000 feet and I noticed puffs of smoke from anti-aircraft shells appearing in my rear view mirror. I silently assured myself that no German gunner could possibly zero in on my aircraft before I could fly out of range.

"But the first think I knew . . . whamm . . . the guy had completely disabled one of my engines.

"Scared? You better believe I was!

"I did manage to keep enough altitude to fly back over our battle lines and land the aircraft safely despite the loss of power.

"But the point is that German gunner took his business seriously and he was good at his assigned task. That's the same attitude that everyone who wants to succeed must take."

The Methodist minister carries a valid commercial pilot's license with a multi-engine rating and continues to fly almost every week.

After being discharged from active service he graduated from Guilford College in 1949 and during this time he decided to accept God as his Pilot.

In 1952 he received a Master of Divinity degree from Duke University and racing lingered in the background until he became minister of Concord, N. C.'s Epworth United Methodist Church eight years ago.

"A member of my congregation then introduced me to NASCAR's Grand National racing and I never miss a race at Charlotte Speedway," he states.

continued on page 76



ROYAL TRITON 20W50 RACING OIL

is for you
even if
your biggest race
is only to
work
every
day
!



ROYAL TRITON COMPANY

2200 E. DEVON • DES PLAINES, ILLINOIS

Driver Records At Charlotte Motor Speedway

National 500 Races

World 600 Races

Driver	Starts	Miles	Money Won	Starts	Miles	Money Won	Total Starts	Total Miles	Total Money Won
Lee "Doc" Reitzel	1	46.5	\$ 250	2	660.0	\$ 725	3	706.5	\$ 975
Richard Riley	1	214.5	200	1	172.5	200	2	387.0	400
Marty Robbins	3	771.0	3,497	1	564.0	1,800	4	1335.0	5,297
Charlie Roberts	—	—	—	1	25.5	795	1	25.5	795
Fireball Roberts	4	1309.5	11,190	5	2070.0	15,730	9	3379.5	26,920
Pedro Rodriguez	—	—	—	1	586.5	3,425	1	586.5	3,425
Jerry Roedell	1	252.0	200	—	—	—	1	252.0	200
Shorty Rollins	—	—	—	1	561.0	1,100	1	561.0	1,100
H. G. Rosier	1	33.0	400	—	—	—	1	33.0	400
Ken Rush	1	24.0	275	1	42.0	625	2	66.0	900
Gary Sain	—	—	—	1	118.5	990	1	118.5	990
Don Schisler	1	54.0	740	—	—	—	1	54.0	740
Wendell Scott	9	2698.5	6,979	8	3343.5	9,940	17	6042.0	16,919
John Sears	6	2574.0	8,207	4	1345.5	6,450	10	3919.5	14,657
Bill Seifert	4	1690.5	5,529	4	1443.0	5,735	8	3133.5	11,264
Ned Setzer	—	—	—	1	573.0	2,525	1	573.0	2,525
Dub Simpson	2	570.0	2,140	1	121.5	1,252	3	691.5	3,392
Buren Skeen	—	—	—	1	169.5	825	1	169.5	825
Harold Smith	—	—	—	2	483.0	2,775	2	483.0	2,775
Jack Smith	4	831.0	2,275	4	1689.0	6,465	8	2520.0	8,740
Larry Smith	1	327.5	1,425	1	528.0	1,425	2	855.0	2,493
Wayne Smith	5	1868.0	5,290	4	1014.0	4,185	9	2882.0	9,475
G. C. Spencer	10	2939.5	10,840	12	5005.0	29,380	22	7945.0	40,220
Junior Spencer	1	139.5	500	1	13.5	625	2	153.0	1,125
Ken Spikes	—	—	—	1	325.5	625	1	325.5	625
Nelson Stacy	3	685.5	1,500	3	1384.5	28,730	6	2070.0	30,230
Carl 'Bugs' Stevens	—	—	—	1	588.0	4,400	1	588.0	4,400
Pete Stewart	1	325.5	650	1	1.5	600	2	354.0	1,250
Gene Stokes	—	—	—	1	142.5	200	1	142.5	200
Romo Stott	—	—	—	1	582.0	2,075	1	582.0	2,075
Bub Strickler	—	—	—	1	502.5	1,375	1	502.5	1,375
Johnny Sudderth	1	256.5	325	2	310.5	520	3	567.0	845
Don Tarr	2	660.0	2,972	3	957.0	7,135	5	1617.0	10,107
George Tet	—	—	—	1	256.5	200	1	256.5	200
Jabe Thomas	4	1452.0	5,340	6	2476.5	10,115	10	3928.5	15,455
Larry Thomas	3	864.0	1,475	3	1425.0	2,625	6	2289.0	4,100
Jimmy Thompson	2	616.5	1,175	3	1180.5	975	5	1797.0	2,150
Roscoe Thompson	1	387.0	500	2	123.0	525	3	510.0	1,025
Speedy Thompson	3	1165.5	14,435	3	1273.5	2,575	6	2439.0	17,010
Herb Tillman	2	90.0	475	2	498.2	700	4	588.0	1,175
Sal Tovella	1	46.5	250	—	—	—	1	46.5	250
Roy Trantham	1	172.5	900	—	—	—	1	172.5	900
E. J. Trivette	6	1368.0	4,385	7	1972.5	8,175	13	3340.5	12,560
Maynard Troyer	1	172.5	840	1	58.5	850	2	231.0	1,690
Donald Tucker	—	—	—	1	528.0	1,750	1	528.0	1,750
Curtis Turner	4	901.5	5,080	4	844.5	4,050	8	1746.0	9,130
Roy Tyner	6	1254.0	4,210	7	2428.5	6,320	13	3682.5	10,530
Sherman Utsman	1	376.5	600	—	—	—	1	376.5	600
Bill Vanderhoff	1	45.0	725	—	—	—	1	45.0	725
Jim Vandiver	3	268.5	2,650	2	1140.0	4,575	5	1408.5	7,225
Bobby Waddell	—	—	—	2	544.5	620	2	544.5	620
Billy Wade	2	57.0	850	2	1087.5	4,575	4	1144.5	5,425
Lennie Waldo	1	118.5	850	1	358.5	1,550	2	477.0	2,400
Frank Warren	6	1216.5	5,613	6	2071.5	8,995	12	3288.0	14,608
Blackie Watts	—	—	—	1	526.5	1,535	1	526.5	1,535
Bob Wawak	1	477.0	2,125	1	558.0	1,700	2	1035.0	3,825
Joe Weatherly	4	1216.5	13,560	4	1906.5	18,670	8	3123.0	32,230
Frank Weathers	1	1.5	400	—	—	—	1	1.5	400
Bob Welborn	4	1279.5	4,850	3	1545.0	2,650	7	2824.5	7,500
Phil Wendt	—	—	—	1	345.0	1,350	1	345.0	1,350
Don White	2	895.5	3,290	1	591.0	7,045	3	1486.5	10,335
Rex White	4	1444.5	5,125	5	2934.0	26,825	9	4378.5	31,950
Reb Wickersham	2	433.5	1,350	1	390.0	200	3	823.5	1,550
Bill Widenhouse	1	337.5	450	—	—	—	1	337.5	450
Raymond Williams	1	460.5	1,605	1	316.5	1,055	2	777.0	2,660
Woody Wilson	2	391.5	875	—	—	—	2	391.5	875
Johnny Wolford	—	—	—	1	7.5	200	1	7.5	200
Jack Wynn	—	—	—	1	94.5	730	1	94.5	730
Cale Yarborough	10	3031.5	12,284	7	2224.5	25,277	17	5256.0	37,561
Lee Roy Yarbrough	9	2250.0	48,235	7	2799.0	45,782	16	5049.0	94,017
Doug Yates	3	637.5	950	2	801.0	1,450	5	1438.5	2,400
Shorty York	—	—	—	1	364.5	200	1	364.5	200
Buddy Young	1	163.5	905	1	538.5	2,975	2	702.0	3,880
Emanuel Zervakis	3	1173.0	3,475	4	2001.0	2,675	7	3174.0	6,150

MONEY WON

\$800,168

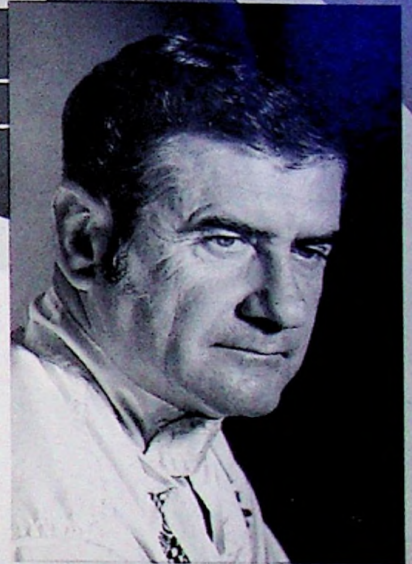
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BUCK BAKER



CHARLIE GLOTZBACH



DAVE MARCIS

TOMMY GALE



CHARLOTTE MOTOR SPEEDWAY

CMS Chaplain's Fascination With Speed

continued from page 73

The minister, who always beams as if he were a ray of sunshine, frequents nearby local dirt track races when he can find time from his busy ministerial schedule.

In fact, the Concord minister has accepted the roll of "Track Chaplain" at Charlotte Motor Speedway and he spends much time at the super speedway during the National 500 and World 600 stock car race weeks.

Each Sunday, prior to the running of the World 600 and the

National 500, he is flown by helicopter from his nearby church, after delivering his morning worship service, to the grassy infield at CMS. From there he gives the invocations that always precede the familiar cry, "Gentlemen start your engines."

The Rev. Mr. Allred reasons that most stock car racing fans, himself included, visualize themselves as the skilled driver of a highly tuned machine.

"I would dearly love to have been a passenger in Bobby Isaac's Dodge when he established his 28

land speed records at Utah's Bonneville Salt Flats.

"I see that burning desire to win in the person of Bobby Isaac and what a vicarious experience he and other race drivers have afforded the millions of stock car racing fans."

Hebrews: 12:1—"As for us, we have this large crowd of witnesses around us. Let us rid ourselves, then, of everything that gets in the way, and the sin which holds on to us so tightly, and let us run with determination the race that lies before us." (TEV)



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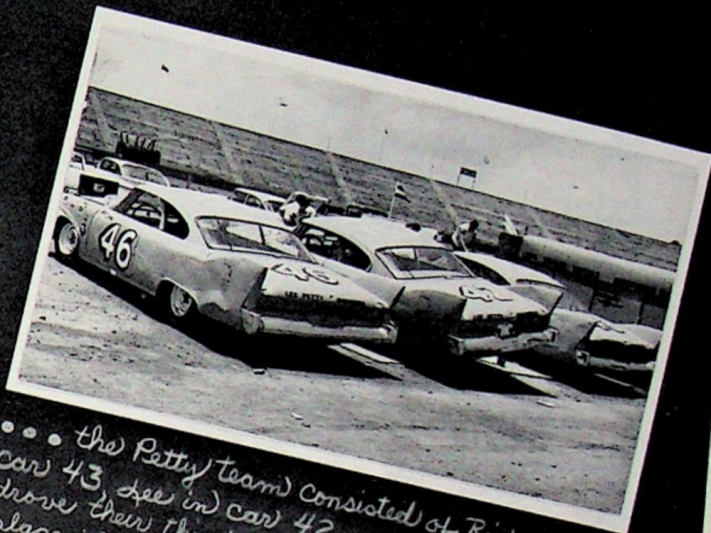
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Remember When...



... Allen Wood received the winners' check as head of the fastest pit crew in the special pit crew race.
October 1962



... the Petty team consisted of Richard in car 43, Lee in car 42 and Bobby Johns drove their third car, number 46, to third place in the inaugural World 600 in 1960.



... the front row was Fireball Roberts on the pole with David Pearson beside him. Second row was Junior Johnson and Johnny Allen with Marvin Panch and Bobby Johns behind them.
1962 National 400



... many drivers found CMS a tough place on equipment.
1964 National 400

CHARLOTTE MOTOR SPEEDWAY TRACK RECORD

WORLD 600 RACE

Distance	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971
1-Lap	F. Roberts	M. Panch	F. Roberts	F. Roberts	J. Johnson	F. Lorenzen	P. Goldsmith	C. Yarborough	D. Allison	D. Allison		
1.5 Mi.	60 Pont 134.429	60 Pont 138.710	62 Pont 140.625	63 Ford 141.324	64 Ford 145.474	65 Ford 145.717	66 Plym 150.083	67 Ford 154.816	68 Ford 160.180	69 Ford 159.296		
4-Laps	F. Roberts	D. Pearson	F. Roberts	J. Johnson	J. Johnson	F. Lorenzen	P. Goldsmith	C. Yarborough	D. Allison			
6 Mi.	60 Pont 133.904	61 Pont 138.381	62 Pont 140.150	63 Chev 141.148	64 Ford 145.102	65 Ford 145.268	66 Plym 149.491	64 Ford 154.384	68 Ford 159.222			
10-Laps	F. Roberts	Weatherly	D. Pearson	J. Johnson	J. Pardue	F. Lorenzen	Buddy Baker	C. Yarborough	C. Yarborough	L.R. Yarborough	B. Isaac	B. Allison
15 Mi.	60 Pont 86.400	61 Pont 133.995	62 Pont 135.678	63 Chev 140.992	64 Plym 120.805	65 Ford 145.161	65 Dodge 145.495	67 Ford 153.846	68 Ford 117.647	69 Merc 100.370	Dodge 157.434	Mercury 155.170
20-Laps	F. Roberts	Earnhardt	D. Pearson	J. Johnson	J. Pardue	J. Johnson	Buddy Baker	C. Yarborough	C. Yarborough	L.R. Yarborough	C. Glotzbach	D. Marcis
30 Mi.	60 Pont 81.020	61 Pont 133.333	62 Pont 137.404	63 Chev 139.715	64 Plym 76.433	65 Ford 130.277	65 Dodge 145.356	67 Ford 151.260	68 Ford 136.882	69 Merc 94.060	Dodge 146.142	Dodge 113.440
30-Laps	F. Roberts	Earnhardt	J. Pardue	J. Johnson	J. Pardue	L. Frank	Buddy Baker	D. Dieringer	C. Yarborough	P. Goldsmith	L. Yarborough	B. Allison
45 Mi.	60 Pont 89.602	61 Pont 133.633	62 Pont 112.812	63 Chev 116.212	64 Plym 85.759	64 Ford 107.355	65 Dodge 145.291	67 Ford 150.697	68 Ford 141.980	69 Dodge 82.710	Merc 122.169	Mercury 111.780
34-Laps	F. Roberts	Earnhardt	J. Pardue	J. Johnson	B. Isaac	L. Frank	Buddy Baker	D. Dieringer	C. Yarborough	P. Goldsmith		
51 Mi.	60 Pont 89.632	61 Pont 133.457	62 Pont 114.862	63 Chev 117.712	64 Dodge 89.911	64 Ford 110.535	65 Dodge 145.253	67 Ford 150.368	68 Ford 143.102	69 Dodge 88.498		
40-Laps	F. Roberts	Earnhardt	J. Pardue	J. Johnson	B. Isaac	L. Frank	Buddy Baker	J. Paschal	C. Yarborough	P. Goldsmith	L. Yarborough	B. Allison
60 Mi.	60 Pont 89.664	61 Pont 133.251	62 Pont 117.455	63 Chev 121.212	64 Dodge 95.112	64 Ford 114.286	65 Dodge 145.356	67 Plym 149.274	68 Ford 144.578	69 Dodge 93.280	Merc 129.108	Mercury 119.920
50-Laps	F. Roberts	D. Pearson	J. Pardue	J. Johnson	Goldsmith	L. Frank	D. Pearson	P. Goldsmith	B. Allison	Dave Marcus	L. Yarborough	B. Allison
75 Mi.	60 Pont 92.434	61 Pont 123.119	62 Pont 120.482	63 Chev 124.481	64 Plym 101.809	64 Ford 118.995	66 Dodge 140.114	67 Plym 147.783	68 Ford 134.596	69 Dodge 94.700	Merc 133.395	Mercury 125.500
60-Laps	F. Roberts	Earnhardt	J. Pardue	F. Roberts	J. Pardue	F. Lorenzen	D. Pearson	B. Allison	B. Allison	R. Petty	L. Yarborough	B. Allison
90 Mi.	60 Pont 96.314	61 Pont 124.615	62 Pont 122.542	63 Ford 114.650	64 Plym 97.973	65 Ford 122.218	66 Dodge 141.053	67 Dodge 145.487	68 Ford 133.663	69 Ford 99.900	Merc 136.302	Mercury 129.241
67-Laps	T. Pistone	Earnhardt	J. Allen	F. Roberts	J. Pardue	F. Lorenzen	D. Pearson	J. Paschal	B. Allison	R. Petty		
100.5 Mi.	60 Chev 97.867	61 Pont 125.015	62 Pont 123.573	63 Ford 116.696	64 Plym 101.334	65 Ford 124.201	66 Dodge 141.493	67 Plym 145.710	68 Ford 135.353	69 Ford 102.354		
70-Laps	T. Pistone	D. Pearson	D. Pearson	F. Roberts	J. Pardue	F. Lorenzen	D. Pearson	J. Paschal	L. R. Yarborough	R. Petty	L. Yarborough	B. Allison
105 Mi.	60 Chev 99.421	61 Pont 125.415	62 Pont 124.016	63 Ford 117.573	64 Plym 102.578	65 Ford 124.839	66 Dodge 141.626	67 Plym 145.777	68 Merc 132.538	69 Ford 105.210	Merc 138.404	Mercury 132.160
80-Laps	C. Turner	D. Pearson	B. Johns	J. Johnson	Goldsmith	F. Lorenzen	D. Pearson	J. Paschal	L. R. Yarborough	R. Petty	B. Allison	B. Allison
120 Mi.	60 Ford 100.700	61 Pont 126.058	62 Pont 124.855	63 Chev 119.767	64 Plym 106.220	65 Ford 126.241	66 Dodge 142.011	67 Plym 146.291	68 Merc 133.663	69 Ford 109.440	Ford 140.072	Mercury 132.640
90-Laps	C. Turner	N. Jarrett	J. Pardue	J. Johnson	Goldsmith	D. Dieringer	D. Pearson	J. Paschal	L. R. Yarborough	R. Petty	B. Allison	B. Allison
135 Mi.	60 Ford 102.424	61 Chev 126.299	62 Pont 123.916	63 Chev 121.713	64 Plym 109.360	64 Merc 121.348	66 Dodge 142.355	67 Plym 146.606	68 Merc 135.564	69 Ford 112.950	Ford 139.527	Mercury 134.640



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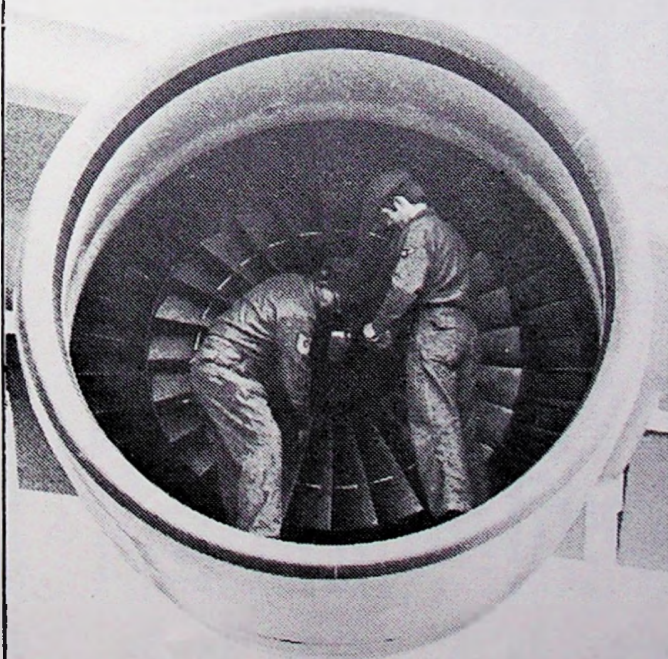
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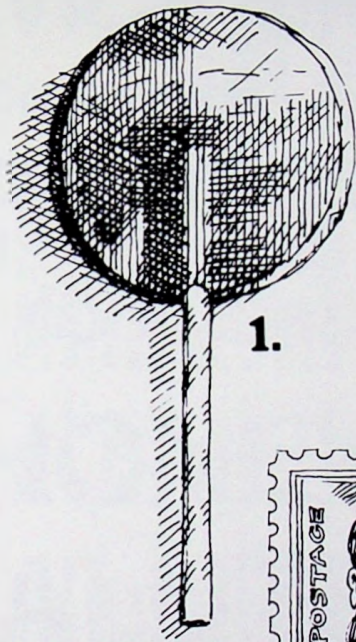
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T/Sgt. Ray Lockler
3601 E. Independence Boulevard 536-7843
T/Sgt. Don Wilkins
S/Sgt. John Waugh

CHARLOTTE MOTOR SPEEDWAY TRACK RECORD

WORLD 600 RACE

Distance	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971
100-Laps 150 Mi.	F. Roberts 60 Pont 98.974	N. Jarrett 61 Chev 126.880	J. Pardue 62 Pont 124.942	R. White 63 Chev 122.000	Goldsmith 64 Plym 111.963	D. Dieringer 64 Merc 123.259	E. Balmer 65 Dodge 142.480	P. Goldsmith 67 Plym 145.395	L. R. Yarbrough 68 Merc. 135.951	R. Petty 69 Ford 116.100	B. Baker Dodge 139.030	B. Allison Mercury 136.200
110-Laps 165 Mi.	F. Roberts 60 Pont 100.798	N. Jarrett 61 Chev 127.358	J. Pardue 62 Pont 125.847	J. Johnson 63 Chev 124.397	Goldsmith 64 Plym 114.208	D. Dieringer 64 Merc 124.580	D. Pearson 66 Dodge 141.495	J. Paschal 67 Plym 139.973	Bd. Baker 68 Dodge 122.930	R. Petty 69 Ford 117.370	R. Petty Plym. 135.916	B. Allison Mercury 137.610
120-Laps 180 Mi.	F. Roberts 60 Pont 101.108	Earnhardt 61 Pont 126.291	J. Pardue 62 Pont 126.587	J. Johnson 63 Chev 125.532	Goldsmith 64 Plym 115.838	F. Lorenzen 65 Ford 126.192	D. Pearson 66 Dodge 141.825	J. Paschal 67 Plym 139.956	Bd. Baker 68 Dodge 114.791	R. Petty 69 Ford 120.000	D. Allison Ford 133.680	B. Allison Mercury 138.720
130-Laps 195 Mi.	F. Roberts 60 Pont 102.572	Earnhardt 61 Pont 126.738	J. Pardue 62 Pont 127.266	Spencer 63 Merc 125.446	Bk. Baker 64 Dodge 112.320	Jr. Johnson 65 Ford 123.700	D. Pearson 66 Dodge 142.134	J. Paschal 67 Plym 140.540	Bd. Baker 68 Dodge 105.247	R. Petty 69 Ford 121.290	D. Allison Ford 133.731	B. Allison Mercury 139.620
134-Laps 201 Mi.	F. Roberts 60 Pont 103.059	Earnhardt 61 Pont 126.611	J. Pardue 62 Pont 127.165	J. Johnson 63 Chev 125.741	Bk. Baker 64 Dodge 114.857	J. Johnson 65 Ford 121.777	D. Pearson 66 Dodge 141.875	J. Paschal 67 Plym 140.805	Bd. Baker 68 Dodge 103.209	R. Petty 69 Ford 122.683		
140-Laps 210 Mi.	F. Roberts 60 Pont 103.547	Pearson 61 Pont 126.485	J. Johnson 62 Pont 127.123	J. Johnson 63 Chev 126.210	Bk. Baker 64 Dodge 114.113	J. Johnson 65 Ford 122.548	D. Pearson 66 Dodge 141.229	J. Paschal 67 Plym 141.123	Bd. Baker 68 Dodge 100.934	R. Petty 69 Ford 123.900	D. Allison Ford 128.324	B. Allison Mercury 139.440
150-Laps 225 Mi.	C. Turner 60 Ford 103.806	Pearson 61 Pont 122.172	B. Johns 62 Pont 127.660	J. Johnson 63 Chev 126.979	Goldsmith 64 Plym 115.648	J. Johnson 65 Ford 123.758	D. Pearson 66 Dodge 141.583	J. Paschal 67 Plym 141.558	L. R. Yarbrough 68 Merc 98.780	R. Petty 69 Ford 125.400	F. Lorenzen Dodge 129.285	C. Glotzbach Chevrolet 140.250
160-Laps 240 Mi.	J. Smith 60 Pont 104.474	D. Pearson 61 Pont 122.762	R. Petty 62 Plym 127.603	J. Johnson 63 Chev 127.678	Goldsmith 64 Plym 117.041	F. Lorenzen 65 Ford 122.576	D. Pearson 66 Dodge 136.363	P. Goldsmith 67 Plym 141.315	Bud Moore 68 Dodge 99.048	B. Isaac 69 Dodge 126.560	F. Lorenzen Dodge 131.136	C. Glotzbach Chevrolet 140.960
167-Laps 250.5 Mi.	J. Smith 60 Pont 104.881	D. Pearson 61 Pont 123.025	J. Pardue 62 Pont 127.618	J. Johnson 63 Chev 128.120	Goldsmith 64 Plym 117.913	F. Lorenzen 65 Ford 128.045	D. Pearson 66 Dodge 136.540	J. Paschal 67 Dodge 141.038	Bud Moore 68 Dodge 100.479	L.R.Yarbrough 69 Merc 122.547	F. Lorenzen Dodge 132.090	C. Glotzbach Chevrolet 141.610
170-Laps 255 Mi.	J. Smith 60 Pont 105.287	D. Pearson 61 Pont 123.288	J. Pardue 62 Pont 127.624	J. Johnson 63 Chev 128.310	Goldsmith 64 Plym 118.268	F. Lorenzen 65 Ford 123.370	D. Pearson 66 Dodge 136.702	J. Paschal 67 Plym 141.187	Bud Moore 68 Dodge 101.090	L.R.Yarbrough 69 Merc 120.020		
180-Laps 270 Mi.	J. Smith 60 Pont 106.056	R. Petty 61 Plym 123.054	J. Pardue 62 Pont 128.030	J. Johnson 63 Chev 128.861	Goldsmith 64 Plym 119.410	F. Lorenzen 65 Ford 124.360	P. Goldsmith 66 Plym 135.263	J. Paschal 67 Plym 141.567	Bud Moore 68 Dodge 102.998	L.R.Yarbrough 69 Merc 121.680	C. Glotzbach Dodge 127.800	B. Allison Mercury 142.020
190-Laps 285 Mi.	J. Smith 60 Pont 106.387	R. Petty 61 Plym 123.495	F. Roberts 62 Pont 128.233	J. Johnson 63 Chev 129.316	F. Lorenzen 64 Ford 119.705	D. Dieringer 64 Merc 125.596	P. Goldsmith 66 Plym 135.822	J. Paschal 67 Plym 140.663	Bd. Baker 68 Dodge 104.736	L.R.Yarbrough 69 Merc 122.930	F. Lorenzen Dodge 126.806	B. Allison Mercury 142.500
200-Laps 300 Mi.	J. Smith 60 Pont 106.404	R. Petty 61 Plym 123.555	F. Roberts 62 Pont 120.967	F. Lorenzen 63 Ford 130.010	F. Lorenzen 64 Ford 120.643	J. Johnson 65 Ford 125.840	P. Goldsmith 66 Plym 136.294	J. Paschal 67 Plym 137.913	Bd. Baker 68 Dodge 106.372	L.R.Yarbrough 69 Merc 124.200	C. Glotzbach Dodge 127.900	C. Glotzbach Chevrolet 142.400

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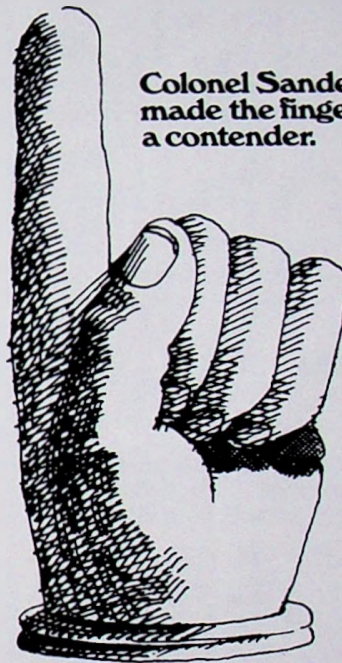
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WORLD 600 RACE

Distance	1960	1961	1962	1953	1964	1965	1966	1967	1968	1969	1970	1971
210-Laps 315 Mi.	J. Smith 60 Pont 106.981	D. Pearson 61 Pont 122.291	D. Pearson 62 Pont 120.510	M. Panch 63 Ford 129.392	F. Lorenzen 64 Ford 121.530	E. Balmer 64 Merc 125.944	P. Goldsmith 66 Plym 136.741	J. Paschal 67 Plym 138.410	B. Allison 68 Ford 107.804	L.R.Yarbrough 69 Merc 125.370	C. Glotzbach Dodge 128.961	C. Glotzbach Chevrolet 142.800
220-Laps 330 Mi.	J. Smith 60 Pont 106.299	Pearson 61 Pont 122.778	R. Roberts 62 Pont 121.162	J. Johnson 63 Chev 129.708	F. Lorenzen 64 Ford 122.335	D. Dieringer 64 Merc 123.556	P. Goldsmith 66 Plym 131.378	J. Paschal 67 Plym 138.187	L. R. Yarbrough 68 Merc 108.108	L.R.Yarbrough 69 Merc 126.500	C. Glotzbach Dodge 129.932	C. Glotzbach Chevrolet 143.220
230-Laps 345 Mi.	J. Smith 60 Pont 106.848	Pearson 61 Pont 123.178	Pearson 62 Pont 121.005	J. Johnson 63 Chev 130.065	F. Lorenzen 64 Ford 121.908	F. Lorenzen 65 Ford 121.111	P. Goldsmith 66 Plym 136.693	J. Paschal 67 Plym 137.116	Bd. Baker 68 Dodge 107.906	L.R.Yarbrough 69 Merc 126.960	F. Lorenzen Dodge 130.755	B. Allison Mercury 143.290
234-Laps 351 Mi.	J. Smith 60 Pont 107.098	Pearson 61 Pont 123.168	Pearson 62 Pont 121.169	J. Johnson 63 Chev 130.202	Goldsmith 64 Plym 121.875	F. Lorenzen 65 Ford 121.453	P. Goldsmith 66 Plym 136.857	J. Paschal 67 Plym 137.288	Bd. Baker 68 Dodge 107.604	L.R.Yarbrough 69 Merc 127.531		
240-Laps 360 Mi.	J. Smith 60 Pont 107.347	Pearson 61 Pont 123.159	Pearson 62 Pont 121.553	J. Johnson 63 Chev 130.408	Goldsmith 64 Plym 122.333	F. Lorenzen 65 Ford 131.919	P. Goldsmith 66 Plym 137.084	J. Paschal 67 Plym 137.550	B. Baker 68 Dodge 106.447	L.R.Yarbrough 69 Merc 127.920	D. Pearson Ford 129.672	B. Allison Mercury 141.120
250-Laps 275 Mi.	J. Smith 60 Pont 107.741	R. Petty 61 Plym 122.061	Pearson 62 Pont 122.128	J. Johnson 63 Chev 130.725	Goldsmith 64 Plym 123.040	F. Lorenzen 65 Ford 122.671	P. Goldsmith 66 Plym 137.404	J. Paschal 67 Plym 137.966	Bd. Baker 68 Dodge 104.207	L.R.Yarbrough 69 Merc 128.750	F. Lorenzen Dodge 128.275	B. Allison Mercury 140.250
260-Laps 390 Mi.	J. Smith 60 Pont 108.050	R. Petty 61 Plym 122.449	Pearson 62 Pont 122.631	J. Johnson 63 Chev 130.994	F. Lorenzen 64 Ford 123.569	F. Lorenzen 65 Ford 123.363	P. Goldsmith 66 Plym 137.701	J. Paschal 67 Plym 138.352	(255 laps) RACE HALTED	L.R.Yarbrough 69 Merc 129.480	D. Allison Ford 125.684	B. Allison Mercury 140.600
267-Laps 400.5 Mi.	J. Smith 60 Pont 108.213	R. Petty 61 Plym 122.625	Pearson 62 Pont 122.952	F. Lorenzen 63 Ford 130.537	F. Lorenzen 64 Ford 123.993	F. Lorenzen 65 Ford 120.703	P. Goldsmith 66 Plym 137.878	J. Paschal 67 Plym 138.581	DUE TO RAIN	L.R.Yarbrough 69 Merc 129.760		
270-Laps 405 Mi.	J. Smith 60 Pont 108.377	R. Petty 61 Plym 122.800	Pearson 62 Pont 123.090	F. Lorenzen 63 Ford 130.341	F. Lorenzen 64 Ford 124.159	F. Lorenzen 65 Ford 124.000	P. Goldsmith 66 Plym 137.937	J. Paschal 67 Plym 138.685		L.R.Yarbrough 69 Merc 130.410	D. Allison Ford 125.739	B. Allison Mercury 141.210
280-Laps 420 Mi.	J. Smith 60 Pont 108.031	Pearson 61 Pont 122.677	Pearson 62 Pont 122.648	F. Lorenzen 63 Ford 130.637	J. Paschal 64 Plym 123.086	F. Lorenzen 65 Ford 122.717	D. Pearson 66 Dodge 137.704	J. Paschal 67 Plym 136.325		L.R.Yarbrough 69 Merc 131.040	D. Allison Ford 126.588	B. Allison Mercury 141.680
290-Laps 435 Mi.	J. Smith 60 Pont 108.306	Pearson 61 Pont 121.170	Pearson 62 Pont 123.075	F. Lorenzen 63 Ford 130.903	J. Paschal 64 Plym 122.171	F. Lorenzen 65 Ford 122.324	D. Pearson 66 Dodge 137.019	J. Paschal 67 Plym 136.708		L.R.Yarbrough 69 Merc 131.660	D. Allison Ford 127.397	B. Allison Mercury 141.810
300-Laps 450 Mi.	J. Smith 60 Pont 108.550	Pearson 61 Pont 112.649	Pearson 62 Pont 123.485	F. Lorenzen 63 Ford 131.166	J. Paschal 64 Plym 122.736	F. Lorenzen 65 Ford 121.239	P. Goldsmith 66 Plym 135.587	J. Paschal 67 Plym 137.079		L.R.Yarbrough 69 Merc 131.400	D. Allison Ford 127.980	B. Allison Mercury 141.600

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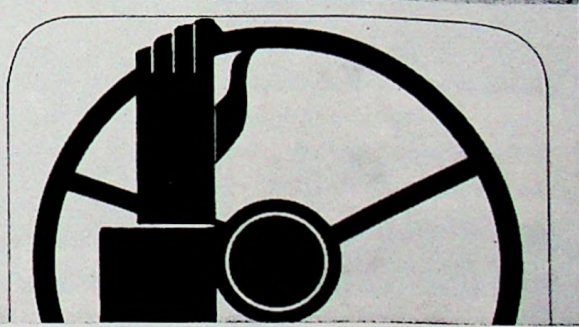
CHARLOTTE MOTOR SPEEDWAY TRACK RECORD

WORLD 600 RACE

Distance	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971
310-Laps 465 Mi. 108.829	J. Smith 60 Pont 108.829	Pearson 61 Pont 109.792	Pearson 62 Pont 123.853	Lorenzen 63 Ford 131.407	J. Paschal 64 Plym 123.251	F. Lorenzen 65 Ford 121.793	M. Panch 65 Plym 135.612	J. Paschal 67 Plym 137.483	RACE HALTED DUE TO RAIN	L.R.Yarbrough 69 Merc 132.370	D. Allison Ford 126.604	B. Allison Mercury 141.980
320-Laps 480 Mi. 109.112	J. Smith 60 Pont 109.112	Pearson 61 Pont 110.008	Pearson 62 Pont 124.209	J. Johnson 63 Chev 131.607	J. Paschal 64 Plym 123.764	F. Lorenzen 65 Ford 122.318	Panch/Petty 65 Plym 135.753	J. Paschal 67 Plym 137.770		L.R.Yarbrough 69 Merc 133.120	D. Pearson Ford 127.328	B. Allison Mercury 141.760
330-Laps 495 Mi. 109.278	J. Smith 60 Pont 109.278	Pearson 61 Pont 110.525	Pearson 62 Pont 124.554	J. Johnson 63 Chev 131.833	J. Paschal 64 Plym 124.233	F. Lorenzen 65 Ford 122.837	Panch/Petty 65 Plym 134.602	J. Paschal 67 Plym 137.436		L.R.Yarbrough 69 Merc 133.650	D. Pearson Ford 128.007	B. Allison Mercury 142.560
334-Laps 501 Mi. 108.820	J. Smith 60 Pont 108.820	Pearson 61 Pont 110.771	Pearson 62 Pont 124.681	J. Johnson 63 Chev 131.707	J. Paschal 64 Plym 124.420	F. Lorenzen 65 Ford 123.020	Panch/Petty 65 Plym 134.696	J. Paschal 67 Plym 137.563		L.R.Yarbrough 69 Merc 133.751		
340-Laps 510 Mi. 108.363	J. Smith 60 Pont 108.363	Pearson 61 Pont 111.017	Pearson 62 Pont 124.872	J. Johnson 63 Chev 131.518	J. Paschal 64 Plym 124.660	F. Lorenzen 65 Ford 122.571	Panch/Petty 65 Plym 134.821	J. Paschal 67 Plym 137.600		L.R.Yarbrough 69 Merc 133.960	D. Pearson Ford 129.030	B. Allison Mercury 142.968
350-Laps 525 Mi. 107.692	J. Smith 60 Pont 107.692	Pearson 61 Pont 110.371	Pearson 62 Pont 125.149	J. Johnson 63 Chev 131.707	J. Paschal 64 Plym 124.670	F. Lorenzen 65 Ford 122.511	Panch/Petty 65 Plym 134.932	J. Paschal 67 Plym 135.241		L.R.Yarbrough 69 Merc 134.400	D. Pearson Ford 129.290	B. Allison Mercury 143.203
360-Laps 540 Mi. 107.273	J. L. Johnson 60 Chev 107.273	Pearson 61 Pont 110.279	Pearson 62 Pont 124.855	J. Johnson 63 Chev 131.930	J. Paschal 64 Plym 125.032	F. Lorenzen 65 Ford 121.880	Panch/Petty 65 Plym 134.449	J. Paschal 67 Plym 135.413		L.R.Yarbrough 69 Merc 134.280	D. Pearson Ford 129.888	B. Allison Mercury 141.484
367-Laps 550.5 Mi. 107.441	J. L. Johnson 60 Chev 107.441	Pearson 61 Pont 110.517	Pearson 62 Pont 125.044	J. Johnson 63 Chev 132.024	J. Paschal 64 Plym 125.279	F. Lorenzen 65 Ford 122.137	Panch/Petty 65 Plym 134.580	J. Paschal 67 Plym 135.479		L.R.Yarbrough 69 Merc 134.407		
370-Laps 555 Mi. 107.512	J. L. Johnson 60 Chev 107.512	Pearson 61 Pont 110.754	Pearson 62 Pont 125.125	J. Johnson 63 Chev 131.065	J. Paschal 64 Plym 125.376	F. Lorenzen 65 Ford 121.732	Panch/Petty 65 Plym 134.608	J. Paschal 67 Plym 135.512		L.R.Yarbrough 69 Merc 134.680	D. Allison Ford 129.685	B. Allison Mercury 139.593
380-Laps 570 Mi. 107.609	J. L. Johnson 60 Chev 107.609	Pearson 61 Pont 111.207	Pearson 62 Pont 125.397	J. Johnson 63 Chev 132.207	J. Paschal 64 Plym 125.427	F. Lorenzen 65 Ford 121.420	Panch/Petty 65 Plym 134.769	J. Paschal 67 Plym 135.696		L.R.Yarbrough 69 Merc 134.900	D. Allison Ford 128.744	B. Allison Mercury 139.915
390-Laps 585 Mi. 107.735	J. L. Johnson 60 Chev 107.735	Pearson 61 Pont 111.594	Pearson 62 Pont 125.664	J. Johnson 63 Chev 133.206	J. Paschal 64 Plym 125.514	F. Lorenzen 65 Ford 121.327	Panch/Petty 65 Plym 134.930	J. Paschal 67 Plym 135.870		L.R.Yarbrough 69 Merc 135.330	D. Allison Ford 128.466	B. Allison Mercury 140.222
400-Laps 600 Mi. 107.752	J. L. Johnson 60 Chev 107.752	Pearson 61 Pont 111.634	N. Stacy 62 Ford 125.552	Lorenzen 63 Ford 132.418	J. Paschal 64 Plym 125.764	F. Lorenzen 65 Ford 121.772	Panch/Petty 65 Plym 135.042	J. Paschal 67 Plym 135.823		L.R.Yarbrough 69 Merc 134.361	D. Allison Ford 129.680	B. Allison Mercury 140.442



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Seeing Can Be Deceiving

continued from page 34

sky entering the layer of air of lower density is refracted upward away from the road and into your eyes, creating the puddle effect.

These air layers can cause visual confusion at night as well, causing oncoming headlights to appear to shake and shimmer.

Hallucination. This illusion stems from the condition of the driver himself. The most frequent hallucinations experienced by normal, healthy drivers are the imaginary objects seen when in a state of physical exhaustion. One truck driver describing his experience with this type of illusion reported that he found his rig creeping up dangerously close to the rear end of a trailer — exhaustion had made him think the trailer was a cardboard box. One ex-soldier sees troops of marching men on the road when he is exhausted. The sensible countermeasure, of course, is a periodic rest stop on any long road trips.

Illusion of Speed. This is a quite common phenomenon when driving on highways on the open flatlands. Because there are no reference objects passing near the driver's window, the vehicle seems to be going slowly, even though the speedometer registers a high speed. Believe the speedometer. You may be going too fast to safely make your turnoff, or you could be setting

yourself up for a hazardous maneuvering condition. At the very least, you are inviting a speeding ticket.

Autokinesis. This word describes a particularly unnerving illusion associated with driving at a constant speed on a long, straight stretch of highway at night. You can demonstrate its effects by staring constantly at a small, fixed light in an otherwise dark room. In less than thirty seconds, the light will appear to move. The same condition can occur on a road at night, if you stare at the headlights or taillights of a car or truck in the distance. Dancing lights won't help your driving judgment. To avoid the illusion, don't stare too long at any one object while driving. Shifting your gaze among all the motorist's normal focal points—roadway, mirror, instrument panel—helps to relax your eyes and decrease your susceptibility to illusion stimuli.

Not much can be done to eliminate illusions and deceptive visual phenomena; they are with us and always will be. Awareness is your best defense against these tricks of nature and physical fatigue. To be on the safe side, keep your eyes open, but don't necessarily believe them. Remember—seeing can be deceiving.



No, this is not a wet-driving condition. The road is perfectly dry, but heat mirage is attempting to play tricks with your road vision.



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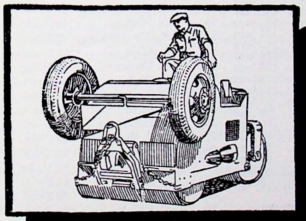
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LAP RECORD OF "WORLD 600" RACE

Keep Check on Scoreboard

20 LAPS (30 MILES)	120 LAPS (180 MILES)	220 LAPS (330 MILES)	320 LAPS (480 MILES)
1 _____	1 _____	1 _____	1 _____
2 _____	2 _____	2 _____	2 _____
3 _____	3 _____	3 _____	3 _____
4 _____	4 _____	4 _____	4 _____
5 _____	5 _____	5 _____	5 _____
40 LAPS (60 MILES)	140 LAPS (210 MILES)	240 LAPS (360 MILES)	340 LAPS (510 MILES)
1 _____	1 _____	1 _____	1 _____
2 _____	2 _____	2 _____	2 _____
3 _____	3 _____	3 _____	3 _____
4 _____	4 _____	4 _____	4 _____
5 _____	5 _____	5 _____	5 _____
60 LAPS (90 MILES)	160 LAPS (240 MILES)	260 LAPS (390 MILES)	360 LAPS (540 MILES)
1 _____	1 _____	1 _____	1 _____
2 _____	2 _____	2 _____	2 _____
3 _____	3 _____	3 _____	3 _____
4 _____	4 _____	4 _____	4 _____
5 _____	5 _____	5 _____	5 _____
80 LAPS (120 MILES)	180 LAPS (270 MILES)	280 LAPS (420 MILES)	380 LAPS (570 MILES)
1 _____	1 _____	1 _____	1 _____
2 _____	2 _____	2 _____	2 _____
3 _____	3 _____	3 _____	3 _____
4 _____	4 _____	4 _____	4 _____
5 _____	5 _____	5 _____	5 _____
100 LAPS (150 MILES)	200 LAPS (300 MILES)	300 LAPS (450 MILES)	400 LAPS (600 MILES)
1 _____	1 _____	1 _____	1 _____
2 _____	2 _____	2 _____	2 _____
3 _____	3 _____	3 _____	3 _____
4 _____	4 _____	4 _____	4 _____
5 _____	5 _____	5 _____	5 _____

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WORLD 600 RESULTS

1961
May 28



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

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

Pos.	St.	Driver	Car	Speed
1	3	D. Pearson	61 Pont.	111.633
2	10	F. Roberts	61 Pont.	398 laps
3	8	R. White	61 Chev.	397 laps
4	11	N. Jarrett	61 Chev.	397 laps
5	25	J. Paschal	61 Pont.	394 laps
6	39	T. Lund	60 Chev.	392 laps
7	19	J. Smith	61 Pont.	392 laps
8	14	B. Welborn	61 Pont.	392 laps
9	23	J. Johnson	61 Pont.	390 laps
10	2	J. Weatherly	61 Pont.	389 laps
11		R. Earnhardt	61 Pont.	386 laps
12		P. Lewis	61 Chev.	386 laps
13		J. Eubanks	61 Ford	384 laps
14		T. C. Hunt	61 Dodg.	376 laps
15		E. Zervakis	61 Chev.	375 laps
16		L. Reitzel	60 Ford	371 laps
17		E. Langley	59 T-Bd.	371 laps
18		F. Hassler	60 Chev.	368 laps
19		B. Johns	61 Ford	367 laps
20		T. Irwin	61 Pont.	361 laps
21		B. Waddell	59 Chev.	361 laps
22		E. Marksteller	61 Ford	359 laps
23		D. Yates	61 Plym.	358 laps
24		H. Beam	60 Ford	357 laps
25		W. Morgan	61 Chev.	347 laps
26		B. Baker	61 Chry.	342 laps
27		B. Burdick	61 Pont.	338 laps
28		B. Matthews	61 Ford	336 laps
29		T. Gonzales	61 Ford	336 laps
30		R. Petty	61 Plym.	332 laps
31		G. C. Spencer	60 Chev.	325 laps
32		B. Barron	60 Dodg.	291 laps
33		J. Allen	61 Chev.	283 laps
34		R. Kagle	61 Ford	277 laps
35		F. Lorenzen	61 Ford	274 laps
36		R. Tyner	60 Ford	266 laps
37		T. Flock	61 Ford	255 laps
38		E. Livingston	60 Ford	254 laps
39		J. Pardue	60 Chev.	221 laps
40		C. Crider	61 Merc.	203 laps
41		S. Thompson	61 Ford	186 laps
42		Buck Baker	61 Chry.	147 laps
43		M. Panch	60 Pont.	140 laps
44		C. Turner	61 Ford	139 laps
45		M. Porter	60 Plym.	136 laps
46		N. Stacy	61 Ford	128 laps
47		J. Thompson	60 Ford	113 laps
48		G. Stokes	61 Stude.	95 laps
49		J. Reed	61 Chev.	93 laps
50		R. Thompson	61 Pont.	70 laps
51		B. Allison	60 Chev.	53 laps
52		J. L. Johnson	61 Chev.	40 laps
53		L. Frank	61 Pont.	10 laps
54		D. Cox	59 T-Bd.	6 laps
55		E. J. Trivette	59 Plym.	3 laps



NELSON STACY
Daytona Beach, Fla.

1962
May 27

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



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WORLD 600 RESULTS

1964
May 24



FRED LORENZEN
Elmhurst, Ill.

Pos.	St.	Driver	Car	Speed
1	12	J. Paschal	64 Plym.	125.772
2	5	R. Petty	64 Plym.	396 laps
3	13	R. White	64 Merc.	393 laps
4	2	F. Lorenzen	64 Ford	393 laps
5	14	B. Wade	64 Merc.	390 laps
6	33	G. C. Spencer	64 Chev.	376 laps
7	31	L. Frank	63 Ford	364 laps
8	10	D. Pearson	64 Dodg.	363 laps
9	40	W. Scott	63 Ford	359 laps
10	24	J. Anderson	63 Ford	358 laps



FRED LORENZEN
Elmhurst, Ill.

1963
June 2

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

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



JIM PASCHAL
High Point, N. C.

1965
May 23

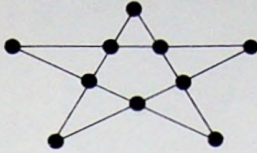
Pos.	St.	Driver	Car	Speed
1	1	F. Lorenzen	65 Ford	121.772
2	6	E. Balmer	64 Merc.	400 laps
3	5	D. Hutcherson	65 Ford	397 laps
4	14	B. Baker	64 Dodg.	392 laps
5	12	P. Rodriguez	65 Ford	391 laps
6	19	N. Setzer	65 Chev.	382 laps
7	30	P. Lewis	64 Ford	380 laps
8	16	D. Tucker	63 Ford	352 laps
9	23	L. Hess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

While Waiting For The Green Flag . . .

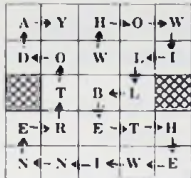
ANSWERS:

- I. 1. Mark + dona + hue = Mark Donahue
2. Dive + mar + cuss = Dave Marcus
3. Frank + war + wren = Frank Warren
4. Dean + dull + ton = Dean Dalton
5. Elm + oh + lane + lee = Elmo Langley

II.



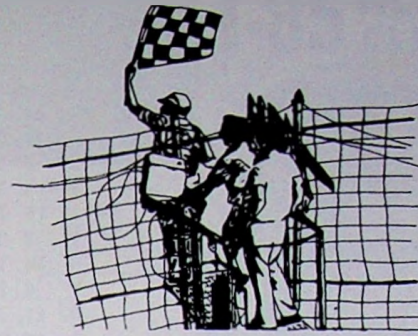
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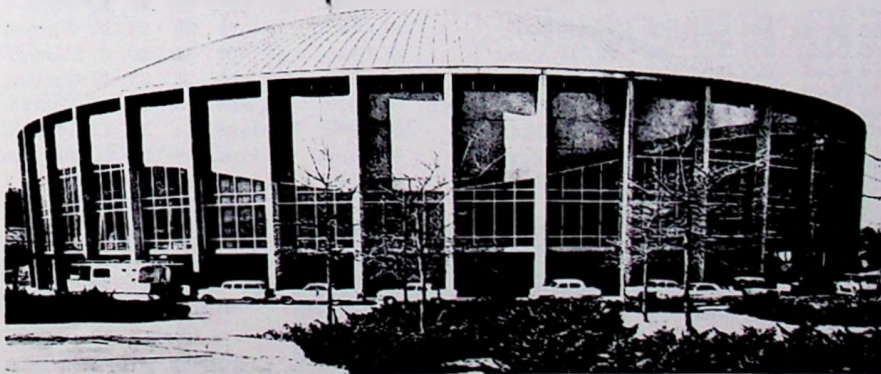
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|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

WORLD 600 RESULTS

1967
MAY 28



MARVIN PANCH
Daytona Beach, Fla.
(Winner)

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

MAY 22
1966

Pos.	St.	Driver	Car	Speed
1	7	M. Panch	65 Plym.	135.042
2	20	G. C. Spencer	65 Plym.	398 laps
3	19	D. White	66 Chrg.	394 laps
4	18	J. Hylton	65 Dodg.	391 laps
5	37	N. Castles	65 Olds.	371 laps
6	32	P. Connors	64 Dodg.	370 laps
7	40	W. Scott	65 Ford	370 laps
8	22	N. Jarrett	66 Ford	362 laps
9	29	B. Watt	65 Ford	351 laps
10	13	Buck Baker	66 Chev.	348 laps
11		R. Mayne	66 Chev.	333 laps
12		L. Manning	65 Plym.	332 laps
13		C. Lynn	64 Ford	313 laps
14		P. Goldsmith	66 Plym.	303 laps
15		E. Balmer	65 Dodg.	301 laps
16		J. Helms	64 Ford	297 laps
17		D. Pearson	66 Chrg.	295 laps
18		G. Cline	64 Ford	291 laps
19		B. Arrington	65 Dodg.	273 laps
20		B. Champion	64 Ford	256 laps
21		J. Paschal	66 Plym.	240 laps
22		R. Petty	66 Plym.	236 laps
23		S. Elliott	66 Chev.	227 laps
24		J. Sears	64 Ford	157 laps
25		E. Langley	64 Ford	144 laps
26		T. Lund	64 Ford	140 laps
27		S. Hutchins	64 Ford	129 laps
28		W. Smith	66 Chev.	122 laps
29		S. McQuagg	66 Chrg.	112 laps
30		E. Brooks	64 Ford	92 laps
31		F. Warren	64 Chev.	89 laps
32		T. Pistone	64 Ford	84 laps
33		H. Smith	64 Ford	78 laps
34		H. B. Bailey	66 Pont.	70 laps
35		J. Wynn	64 Merc.	63 laps
36		Paul Lewis	65 Plym.	64 laps
37		Buddy Baker	65 Dodg.	51 laps
38		S. Lanpher	64 Ford	29 laps
39		D. Dieringer	66 Comet	21 laps
40		J. T. Putney	66 Chev.	20 laps
41		C. Turner	66 Ford	19 laps
42		G. Black	64 Ford	6 laps
43		B. Allison	66 Chev.	3 laps
44		J. Davis	66 Chev.	1 lap

Pos.	St.	Driver	Car	Speed
1	10	J. Paschal	67 Plym.	135.823
2	3	D. Pearson	67 Ford	400 laps
3	4	B. Allison	67 Dodg.	400 laps
4	5	R. Petty	67 Plym.	397 laps
5	9	T. Lund	67 Plym.	396 laps
6	14	D. Hutcherson	67 Ford	395 laps
7	6	Buddy Baker	67 Dodg.	394 laps
8	17	R. Stott	67 Plym.	388 laps
9	16	J. Hylton	65 Dodg.	385 laps
10	29	J. T. Putney	67 Chev.	383 laps

11	12	B. Isaac	67 Dodg.	377 laps
12	18	F. Warren	66 Chev.	376 laps
13	24	B. Wawak	66 Plym.	372 laps
14	34	S. Elliott	66 Chev.	371 laps
15	19	E. Langley	66 Ford	365 laps
16	20	Buck Baker	66 Ford	365 laps
17	23	B. Arrington	65 Dodg.	360 laps
18	44	W. Scott	65 Ford	351 laps
19	43	C. Lynn	66 Ford	347 laps
20	38	J. Harden	67 Ford	344 laps
21	42	W. Smith	66 Chev.	340 laps
22	2	D. Dieringer	67 Ford	322 laps
23	22	F. Hassler	66 Chev.	322 laps
24	39	G. England	65 Chev.	321 laps
25	28	J. Thomas	67 Ford	308 laps
26	13	D. Allison	67 Dodg.	305 laps
27	27	H. Gray	66 Ford	266 laps
28	11	P. Goldsmith	67 Plym.	266 laps
29	35	B. Champion	66 Ford	262 laps
30	40	R. Tyner	66 Ford	260 laps
31	31	P. Lewis	67 Dodg.	218 laps
32	8	S. McQuagg	67 Merc.	207 laps
33	21	S. Hutchins	67 Ford	179 laps
34	37	R. Mayne	65 Chev.	170 laps
35	15	G. C. Spencer	67 Plym.	165 laps
36	36	N. Castles	65 Dodg.	163 laps
37	26	E. J. Trivette	67 Dodg.	129 laps
38	41	G. Sain	66 Chev.	79 laps
39	32	B. Johns	66 Chev.	68 laps
40	33	J. Allen	65 Chev.	66 laps
41	1	C. Yarborough	67 Ford	58 laps
42	7	C. Glotzbach	65 Dodg.	49 laps
43	25	T. Ingram	66 Chev.	44 laps
44	30	A. Holley	65 Dodg.	31 laps



JIM PASCHAL
High Point, N. C.



BUDDY BAKER
Charlotte, N. C.

MAY 26
1968

Pos.	St.	Driver	Car	Speed
1	12	Buddy Baker	68 Dodg.	104.207
2	1	D. Allison	68 Ford	255 laps
3	2	L. R. Yarbrough	68 Merc.	254 laps
4	4	D. Pearson	68 Ford	254 laps
5	14	B. Isaac	68 Dodg.	253 laps
6	10	C. Glotzbach	68 Dodg.	252 laps
7	7	T. Lund	68 Merc.	252 laps
8	21	J. Hylton	67 Dodg.	251 laps
9	8	C. Turner	68 Plym.	251 laps
10	17	S. McQuagg	67 Dodg.	250 laps
11	16	J. Sears	67 Ford	250 laps
12	13	J. Grant	68 Plym.	248 laps
13	22	P. Lewis	67 Dodg.	247 laps
14	24	F. Hassler	66 Chev.	245 laps
15	39	H. Smith	67 Ford	244 laps
16	25	T. Ingram	66 Chev.	242 laps
17	37	E. J. Trivette	68 Chev.	241 laps
18	20	E. Langley	66 Ford	240 laps
19	36	L. Waldo	67 Ford	239 laps
20	23	F. Warren	66 Chev.	238 laps
21	40	J. Thomas	67 Ford	238 laps
22	33	N. Castles	67 Plym.	235 laps
23	43	W. Scott	66 Ford	235 laps
24	30	C. Lynn	66 Ford	235 laps
25	29	H. Fagan	66 Ford	235 laps
26	44	B. Moore	66 Ford	234 laps
27	26	Phil Wendt	66 Chev.	230 laps
28	5	B. Allison	68 Ford	229 laps
29	35	B. Champion	66 Ford	229 laps
30	42	H. Gray	66 Ford	227 laps
31	32	B. Seifert	68 Ford	213 laps
32	9	D. Dieringer	68 Plym.	212 laps
33	34	R. Tyner	66 Ford	212 laps
34	41	W. Smith	67 Chev.	205 laps
35	27	D. Marcis	66 Chev.	203 laps
36	28	L. Manning	66 Chev.	199 laps
37	19	S. Hutchins	67 Ford	190 laps
38	6	R. Petty	68 Plym.	186 laps
39	15	B. Moore	68 Dodg.	182 laps
40	38	B. Cooper	66 Chev.	153 laps
41	11	P. Goldsmith	68 Dodg.	91 laps
42	31	E. Balmer	68 Merc.	59 laps
43	18	G. C. Spencer	67 Plym.	56 laps
44	3	C. Yarborough	68 Merc.	45 laps

What's The Date Of That Race At . . . ?

For the convenience of racing fans attending the World 600, we are listing below the address of NASCAR tracks which annually host races of 250 or more miles. Fans wishing the dates of the track's events can write them directly.

Track and address	Telephone
ALABAMA INTERNATIONAL MOTOR SPEEDWAY P. O. Box 777, Talladega, Ala. 35160	205 362-2261
ATLANTA INTERNATIONAL SPEEDWAY P. O. Box 221, Hampton, Georgia 30228	404 946-4217
BRISTOL INTERNATIONAL SPEEDWAY P. O. Box 3029, Bristol, Tenn. 37620	615 764-1161
CHARLOTTE MOTOR SPEEDWAY P. O. Box 600, Harrisburg, N. C. 28075	704 455-2121
DARLINGTON RACEWAY P. O. Drawer 500, Darlington, S. C. 29532	803 393-4041
DAYTONA INTERNATIONAL SPEEDWAY P. O. Drawer S, Daytona Beach, Fla. 32015	904 253-6711
DOVER DOWNES INTERNATIONAL SPEEDWAY P. O. Box 843, Dover, Delaware 19901	302 674-4600
MARTINSVILLE SPEEDWAY P. O. Box 1204, Martinsville, Va. 24112	703 956-3151
MICHIGAN INTERNATIONAL SPEEDWAY 2990 W. Grand Blvd., Detroit, Mich. 48202	513 872-2200
NORTH CAROLINA MOTOR SPEEDWAY P. O. Box 1338, Rockingham, N. C.	919 582-2861
NORTH WILKESBORO SPEEDWAY Highway 421, North Wilkesboro, N. C. 28697	919 838-8731
ONTARIO MOTOR SPEEDWAY, INC. 3345 Wilshire Blvd., Suite 1011, Los Angeles, Calif. 9005	213 386-4783
Additional information available from NASCAR NEWS BUREAU P. O. Bin K, Daytona Beach, Fla. 32015	904 253-0611



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MADDEN FOOD SYSTEM, INC. — Enterprise, Ala. — Granite Falls, N. C.

WORLD 600 RESULTS

1970

MAY 24



LEEROY YARBROUGH
Columbia, S. C.

1969

MAY 25

Pos.	St.	Driver	Car	Speed
1	2	L. R. Yarbrough	69 Merc.	134,000
2	1	D. Allison	69 Ford	398 laps
3	11	J. Hylton	69 Dodg.	382 laps
4	31	G. C. Spencer	67 Plym.	381 laps
5	10	B. Isaac	69 Dodg.	374 laps
6	22	Dr. D. Tarr	67 Dodg.	373 laps
7	32	J. Thomas	68 Plym.	368 laps
8	14	F. Hassler	67 Chev1	367 laps
9	20	H. Ellington	67 Merc.	367 laps
10	16	E. Langley	68 Ford	367 laps
11	23	S. Hutchins	67 Ford	361 laps
12	30	B. Young	67 Chev1	359 laps
13	19	E. J. Trivette	69 Chev1	351 laps
14	44	R. Tyner	69 Pont.	351 laps
15	13	J. D. McDuffie	67 Buick	348 laps
16	7	B. Baker	69 Dodg.	347 laps
17	33	Dr. E. Hessert	69 Plym.	341 laps
18	25	B. Seifert	69 Ford	338 laps
19	5	R. Petty	69 Ford	336 laps
20	28	B. Arnold	68 Ford	326 laps
21	34	C. Gordon	68 Ford	315 laps
22	15	B. Arrington	69 Dodg.	308 laps
23	4	C. Yarborough	69 Merc.	307 laps
24	10	E. Brooks	67 Ford	305 laps
25	13	S. McQuagg	69 Plym.	303 laps
26	8	D. Marcis	69 Dodg.	272 laps
27	9	P. Goldsmith	69 Dodg.	245 laps
28	12	N. Castles	69 Dodg.	153 laps
29	21	J. Sears	69 Ford	150 laps
30	39	F. Warren	68 Ford	139 laps
31	18	B. Champion	68 Ford	135 laps
32	38	L. Hess	68 Ford	122 laps
33	17	R. Brooks	69 Plym.	112 laps
34	29	R. Mayne	69 Chev1	110 laps
35	41	W. Scott	67 Ford	108 laps
36	37	D. Simpson	69 Chev1	81 laps
37	26	D. Johnson	68 Ford	69 laps
38	36	G. Champerlain	67 Merc.	57 laps
39	24	R. Brickhouse	67 Plym.	48 laps
40	35	H. Gray	67 Chev1	34 laps
41	6	B. Allison	69 Dodg.	15 laps
42	3	D. Pearson	69 Ford	13 laps
43	27	J. Kennedy	68 Ford	4 laps
44	42	E. Negre	67 Chev1	2 laps

Pos.	St.	Driver	Car	Speed
1	9	D. Allison	Ford	129.680
2	3	C. Yarborough	Merc.	398 laps
3	14	B. Parsons	Ford	396 laps
4	15	T. Lund	Dodg.	395 laps
5	13	J. Hylton	Ford	395 laps
6	17	C. Stevens	Plym.	393 laps
7	1	B. Isaac	Dodg.	390 laps
8	5	P. Hamilton	Plym.	388 laps
9	16	G. C. Spencer	Plym.	385 laps
10	18	J. Vandiver	Dodg.	374 laps
11	30	J. Thomas	Plym.	372 laps
12	19	B. Arrington	Dodg.	366 laps
13	32	J. Frasson	Dodg.	366 laps
14	4	D. Pearson	Ford	362 laps
15	27	B. Champion	Ford	359 laps
16	26	N. Castles	Dodg.	354 laps
17	25	D. Marcis	Dodg.	347 laps
18	33	J. Sears	Dodg.	340 laps
19	36	H. Gray	Ford	333 laps
20	11	J. Paschal	Plym.	325 laps
21	39	J. D. McDuffie	Merc.	316 laps
22	40	R. Keselowski	Dodg.	306 laps
23	10	B. Baker	Dodg.	297 laps
24	6	F. Lorenzen	Dodg.	252 laps
25	7	C. Glotzbach	Dodg.	252 laps
26	20	S. Hutchins	Merc.	230 laps
27	24	F. Warren	Plym.	190 laps
28	29	B. Seifert	Ford	179 laps
29	8	L. R. Yarbrough	Merc.	177 laps
30	31	C. C. Marlin	Chev1.	160 laps
31	12	R. Brooks	Plym.	127 laps
32	37	R. Brickhouse	Ford	126 laps
33	22	F. Hassler	Chev1.	103 laps
34	32	R. Mayne	Chev1.	93 laps
35	21	E. Langley	Merc.	92 laps
36	28	B. Arnold	Ford	78 laps
37	38	C. Gordon	Ford	33 laps
38	34	Dr. D. Tarr	Dodg.	23 laps
39	2	B. Allison	Dodg.	17 laps
40	35	L. Baumel	Ford	6 laps



BOBBY ALLISON
Hueytown, Ala.

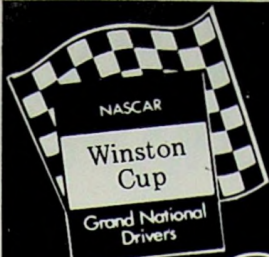
1971

MAY 30

Pos.	St.	Driver	Car	Speed
1	2	B. Allison	Merc.	140,442
2	13	D. Allison	Merc.	400 laps
3	6	P. Hamilton	Plym.	399 laps
4	5	R. Petty	Plym.	398 laps
5	4	F. Lorenzen	Plym.	395 laps
6	8	B. Baker	Dodge	394 laps
7	15	B. Parsons	Merc.	392 laps
8	25	F. Hassler	Chev.	391 laps
9	12	D. Marcis	Dodge	390 laps
10	7	D. Brooks	Dodge	390 laps
11	10	J. Vandiver	Dodge	386 laps
12	11	J. Paschal	Chev.	386 laps
13	17	J. Hylton	Ford	385 laps
14	16	B. Dennis	Merc.	382 laps
15	19	M. Robbins	Dodge	376 laps
16	9	S. Thompson	Chev.	376 laps
17	18	C. Gordon	Merc.	374 laps
18	37	N. Castles	Dodge	370 laps
19	27	B. Champion	Ford	363 laps
20	39	H. McGriff	Plym.	354 laps
21	30	B. Scott	Plym.	353 laps
22	24	L. Smith	Ford	351 laps
23	35	F. Warren	Plym.	350 laps
24	32	J. D. McDuffie	Merc.	333 laps
25	26	R. Brown	Chev.	329 laps
26	34	C. C. Marlin	Chev.	292 laps
27	21	E. Langley	Merc.	283 laps
28	1	C. Glotzbach	Chev.	234 laps
29	31	B. Seifert	Ford	232 laps
30	28	R. Keselowski	Dodge	213 laps
31	33	R. Williams	Ford	211 laps
32	3	B. Isaac	Dodge	160 laps
33	36	D. Bown	Plym.	110 laps
34	14	D. Pearson	Pont.	94 laps
35	23	J. Frasson	Dodge	79 laps
36	20	G. C. Spencer	Plym.	65 laps
37	22	M. Troyer	Merc.	39 laps
38	40	T. Lund	Merc.	33 laps
39	38	C. Roberts	Ford	17 laps
40	29	W. Ballard	Ford	11 laps

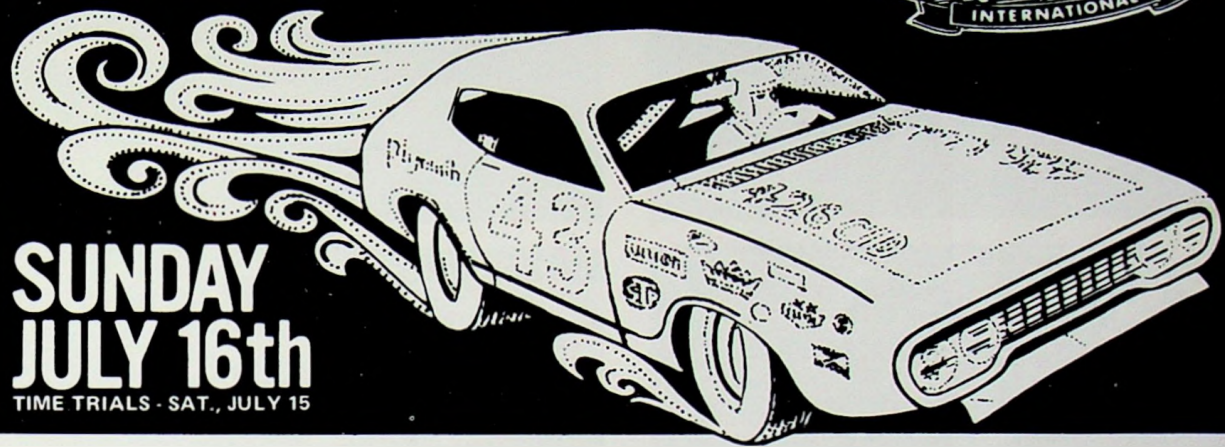


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SPECTACULAR PROMOTIONS, INC. PRESENTS
THE NASCAR GRAND NATIONAL

"NORTHERN 300"



**SUNDAY
 JULY 16th**
 TIME TRIALS - SAT., JULY 15



RICHARD PETTY
 1972 PLYMOUTH



DAVID PEARSON
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 1970 - RICHARD PETTY, 1969 - DAVID PEARSON,
 1968 - LEE ROY YARBROUGH, 1967 - RICHARD PETTY

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BOBBY ALLISON
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BOBBY ISAAC
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PRACTICE & TIME TRIALS - SAT., JULY 15th - ADULTS \$2.00 CHILDREN UNDER 12 50c



TRENTON, N.J. INTERNATIONAL SPEEDWAY

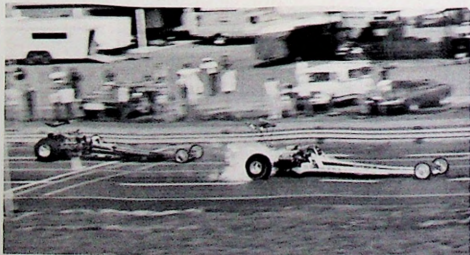
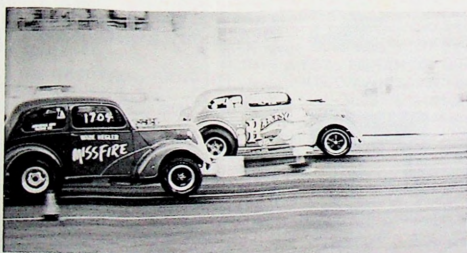
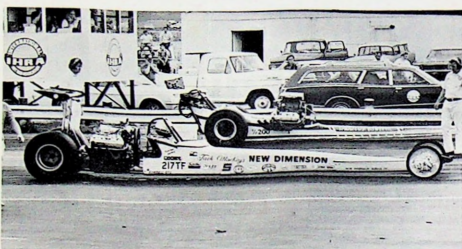
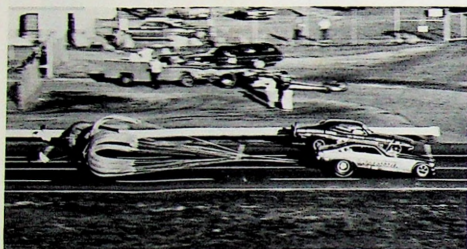
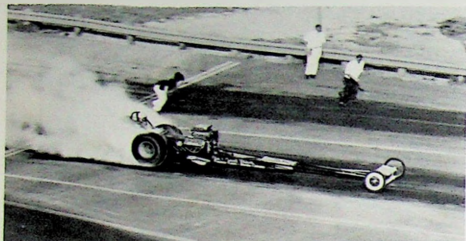
IHRA DRAG ACTION



AT CHARLOTTE MOTOR SPEEDWAY



Next Meet Oct. 28th - 29th





WORLD 600 IS BROADCAST OVER MOTOR RACING NETWORK

The most dynamic broadcasting team in sports has joined the World 600 scene at Charlotte Motor Speedway.

The Motor Racing Network, with the most explosive and experienced lineup ever assembled for a major stock car race, will be broadcasting the World 600 for the first time this spring . . . and it's only natural that one of the greatest events on the Winston Cup Grand National Series join the MRN list of races.

The Motor Racing Network is a division of the International Speedway Corp., based in Daytona Beach, Fla., and directed by Executive Producer Roger Bear, also of Daytona Beach.

The popular MRN team originates broadcasts from Daytona, Talladega, Ontario, Riverside, Michigan, Texas, Pocono and now Charlotte. All of the major Winston Cup NASCAR events are featured and several AMA motorcycle and USAC championship events are also covered.

Ken Squier, well-known radio and television broadcaster from Waterbury, Vermont, will be the anchorman on the World 600 broadcast. Squier, the "voice of the Daytona 500" and reporter for television's Sports Illustrated of the Air, will be joined in the booth by colorman Marvin Panch, a veteran "signal caller" and winner of the 1966 World 600.

Squier, with ABC-TV Wide World of Sports experience and three times Sportscaster of the Year in Vermont, and Panch, one of the most respected and knowledgeable commentators in the sport, make up the "backbone" of the broadcast.

Charlie Harville of High Point's WGHP-TV, a former Sportscaster of the Year in North Carolina, and award-winning Barney Hall of Elkin, N. C., will also be on the team. Harville will handle the action in the pits with help in the garage area from Bob Maginley of Dover, Delaware. Hall will be the man in the third and fourth turns and Fritz Duda of Riverside, Calif., will be on the scene in turns one and

two. Tony Dean of Pierre, S. D., will be handling all feature material.

The World 600 broadcast, like all MRN productions, is backed by the most elaborate and modern equipment in the business. Phil Angley, the Technical Director, mans a \$35,000 mass of sophisticated electronic equipment that allows the listener to stay in constant touch with every aspect of the race . . . from the qualifying runs and garage area small talk of the previous days right up to the instant action on the track.

Production assistants for the 600-mile broadcast are Bill Frazier of Gadsden, Ala., Joe Aloia of Birmingham and Jim Norton, also of Birmingham. Alvin Jones of Cuthbert, Ga., is the statistician.

If you don't think the World 600 broadcast is the best just turn on your transistor radio. What you see is what you get!



MARVIN PANCH

MAY 28 WORLD 600 12:30PM



BEN ARNOLD



DAVID PEARSON

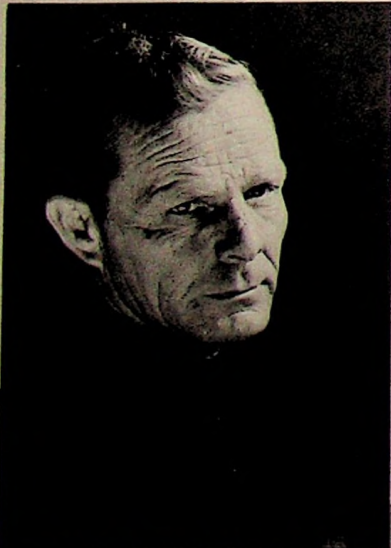


BILL CHAMPION



PETE HAMILTON

DAVID BOGGS



CHARLOTTE MOTOR SPEEDWAY

Mom Allison And Her Racing Boys

continued from page 64

the other has been having bad breaks, of course, I'd like to see that one have his turn, too. But they're both our sons, and I want to see them both do well. What I'd like is for them to cross the finish line together in a dead heat tie.

"The boys keep telling me, 'Now, Mom, you know a race can't end that way. It just won't ever happen.' But that is honestly the way I'd like to see every race end."

Just before the race began, Mrs. Allison made her way to the Wives' Stand where she would watch son Bobby ultimately win the National 500 and son Donnie finish third. As she climbed up the stands, two women watched her.

That's Mrs. Allison—the Allison boys' mother."

"I don't see how she stands it, watching two of her sons out there."

Mrs. Allison didn't hear them. Perhaps if she had,

she'd have repeated something she had said a little earlier.

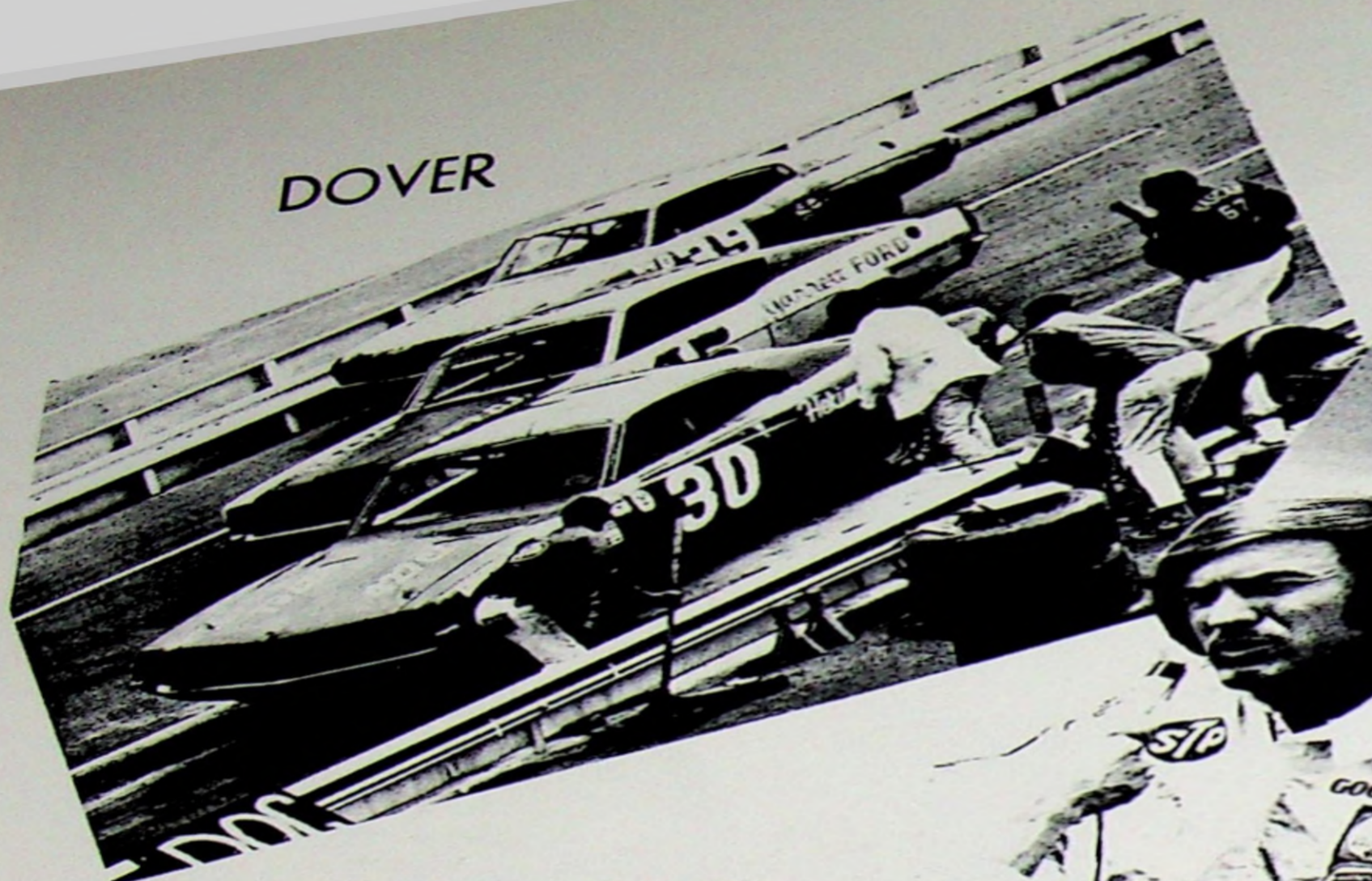
"The Lord has been good to me. He has given us children, and we're proud of all of them. You try to teach them, and you try to live what you teach them. Then you leave the rest to God."



Eddie Allison

A large advertisement for Anderson Press, Inc. The background is a dense collage of racing-related images, including race cars, checkered flags, and various "500" race logos (National 500, Dixie 500, Southern 500, etc.). In the center, there is a large black triangle logo with a red triangle inside it. Below the logo, the text "ANDERSON PRESS, INC." is written in a bold, sans-serif font. Underneath that, the address "P. O. BOX 8541 CHARLOTTE, N. C. 28208" is printed in a smaller font. The overall color scheme is dominated by blue and white, with the red triangle in the logo providing a focal point.

DOVER

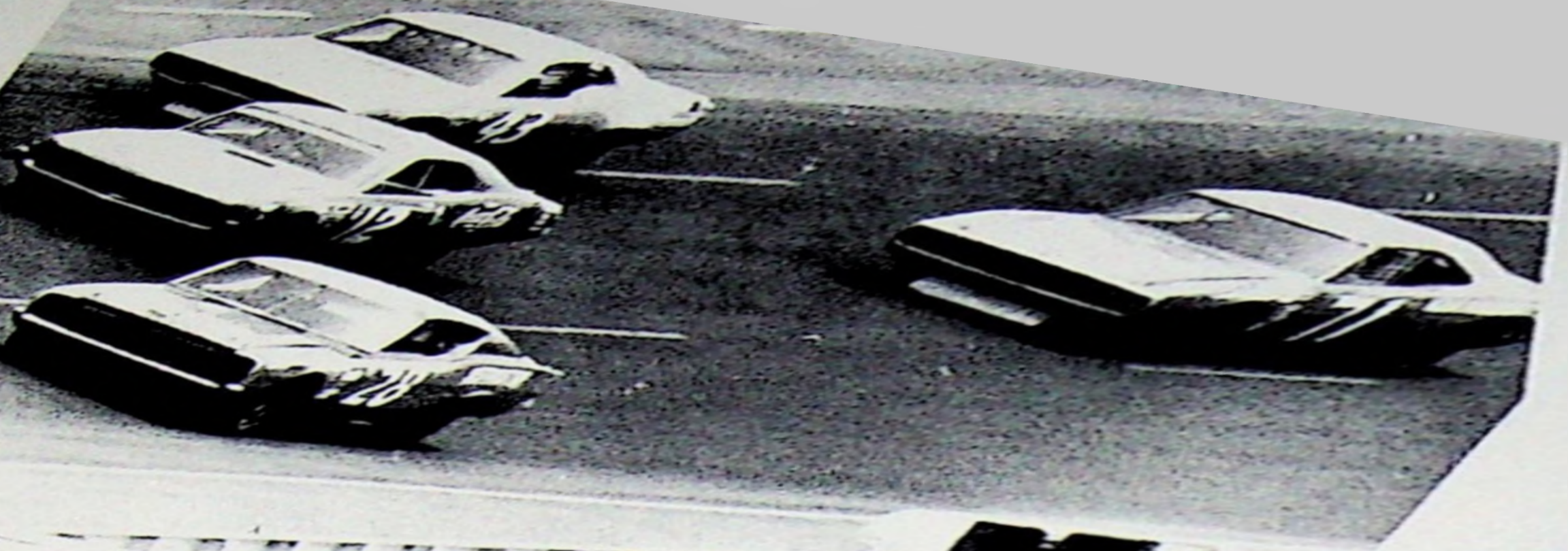


Here are some scenes from the 1971 "Mason-Dixon 500" at Dover Downs Speedway Dover, Del., showing Grand National action, where action resumes with another 500-miler Sunday, June 4.

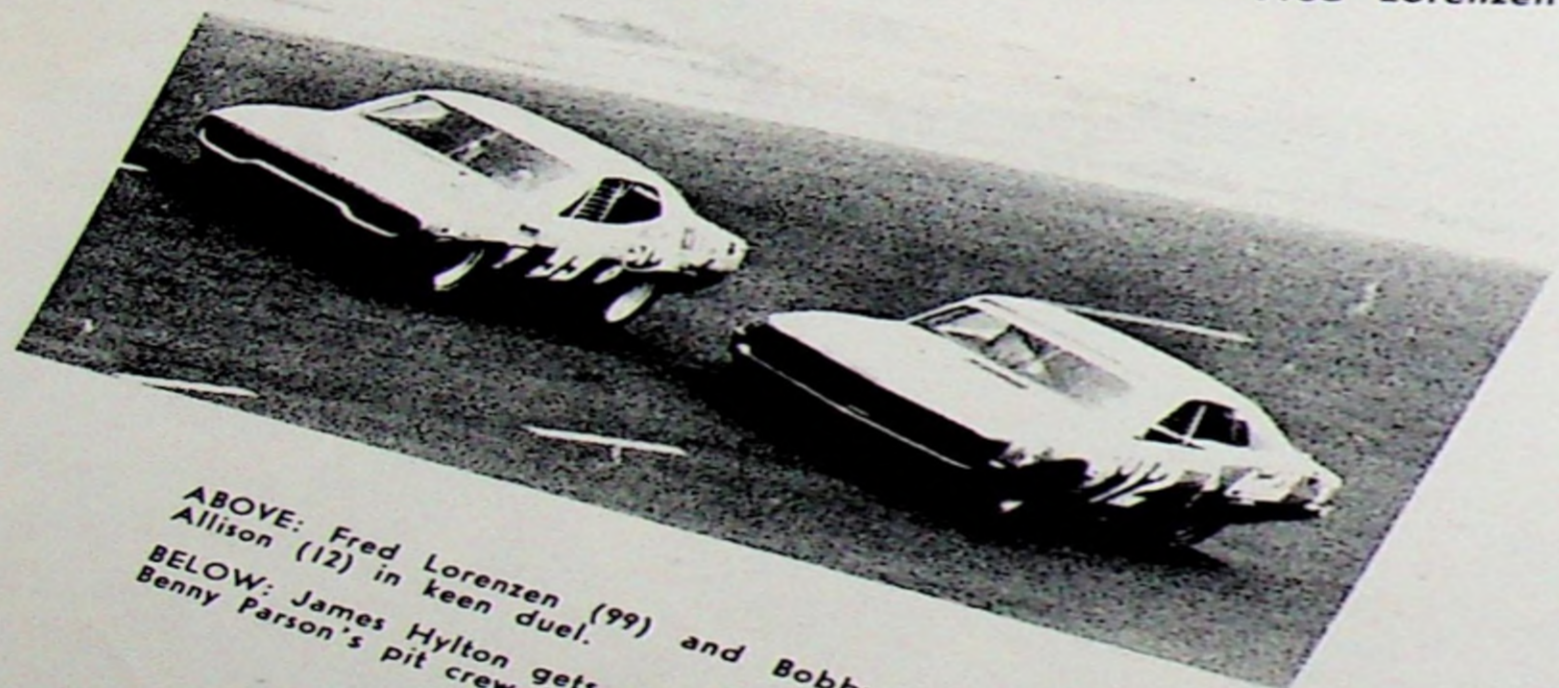
ABOVE: Running almost neck and neck as they pass Walt Ballard's pit are Bill Seifert (45) and Friday Hassler (39).



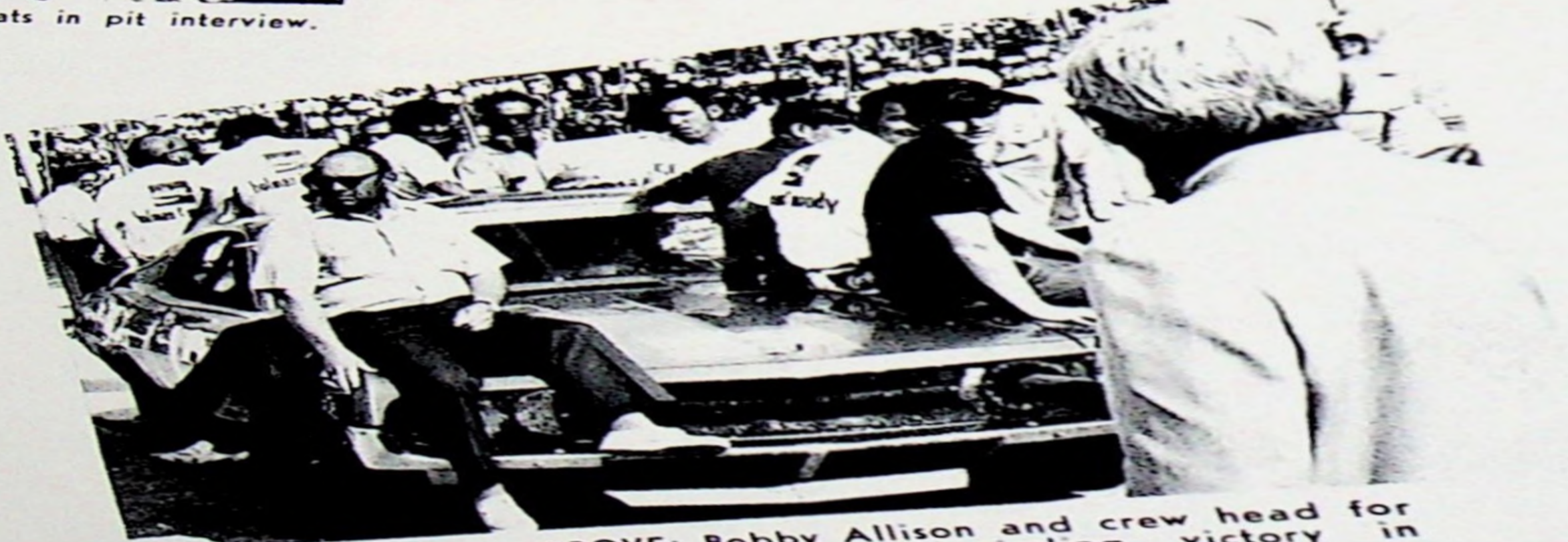
Fred Lorenzen chats in pit interview.



Overtaking Bill Hollar (28) are Bobby Allison (12), Richard Petty (43) and Bobby Isaac (71).

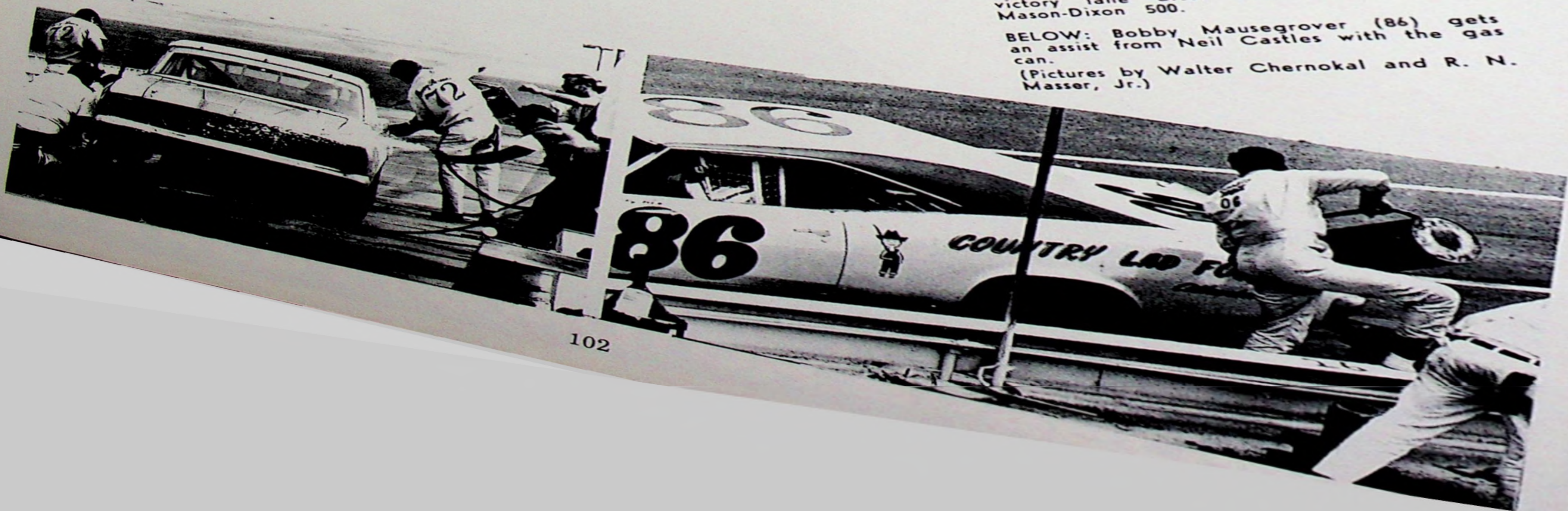


ABOVE: Fred Lorenzen (99) and Bobby Allison (12) in keen duel.
BELOW: James Hylton gets assistance of Benny Parson's pit crew in late pit stop.



ABOVE: Bobby Allison and crew head for victory lane after sizzling victory in Mason-Dixon 500.

BELOW: Bobby Mausegrover (86) gets an assist from Neil Castles with the gas can.
(Pictures by Walter Chernokal and R. N. Masser, Jr.)





JUNE 4th

MASON-DIXON 500

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Charlotte, N. C.
Eastway Drive

Charlotte, N. C.
Highway 16 — West

SEEMS LIKE YESTERDAY

continued from page 52

Still there didn't seem any way for Stacy or anyone else to whip Pearson once Roberts started spending more time in the pits than normal because of tire problems.

And Pearson started padding to his lead over Stacy, who was now riding in the No. 2 spot. As David was to say later, "I was determined to put a lap on the field. And I was already thinking about that end of the prize money (his share of first place) when my engine just quit."

As he was along side Stacy in the process of getting that lap edge, the engine faltered.

"I spat on him and fouled his plugs," cracked Stacy later in the winner's circle.

With only seven laps remaining, Stacy was the leader and he remained in that role until the checkered flag—which he couldn't see because of his oil-covered windshield—was waving.

The victory was his second super speedway triumph in eight days (he had captured the Rebel 400 at Darlington (S.C.) Raceway) and



The late Fireball Roberts was on the pole in Banjo Matthews' Pontiac with a record speed of 140.150 mph.

his third triumph in the last five major track events.

However, if anyone had told Stacy his Holman-Moody Ford would be in the winner's circle he would have laughed in their faces. "Frankly, before the race I

thought so little of my chances that I just about as soon went home."

NASCAR had ruled the roofs on the H-M autos driven by Stacy and Fred Lorenzen, who finished third, were illegal. And the duo did not spend much time practicing due to the needed charges and speed-wise, they were no match for the Pontiacs.

And maybe this was the reason Bud Moore was so infuriated with Joe Weatherly, the driver of Moore's Pontiac, who finished second to Stacy.

Weatherly, who trailed his Ford rival by 32 seconds, and Moore exchanged harsh words after the race because Moore felt his driver didn't make as strong a run for the first place money as he could.

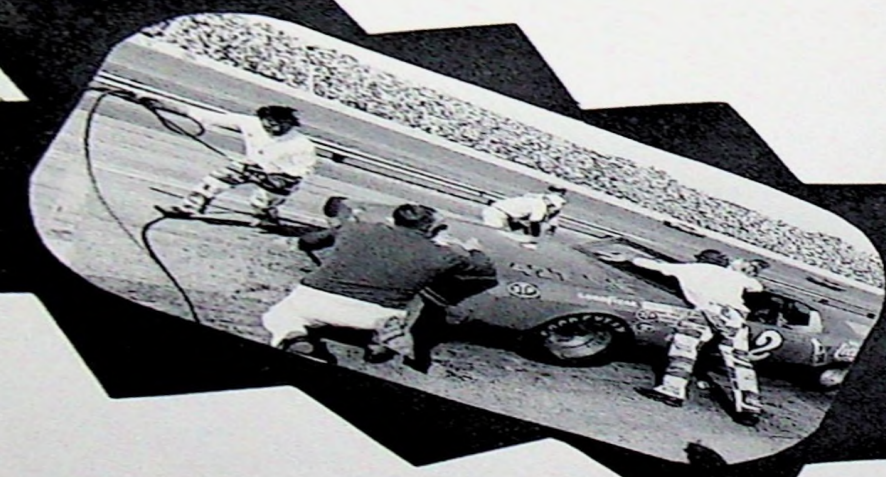
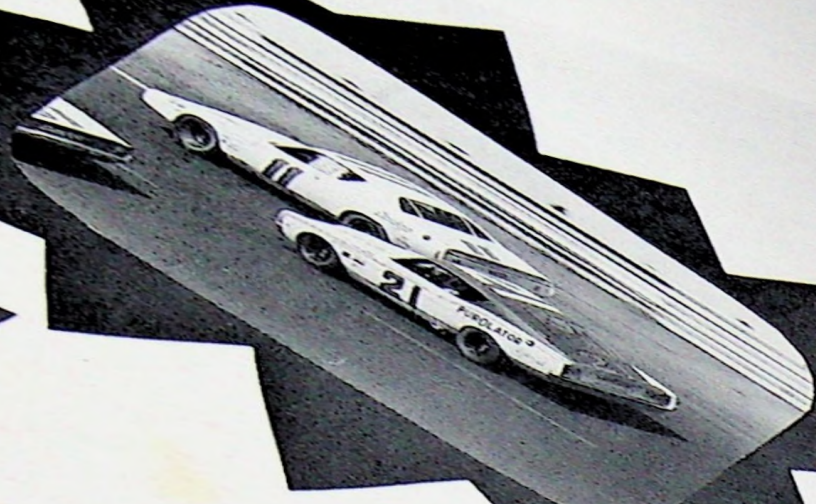
While Weatherly and Moore was tossing words back and forth as if they were at a dart-throwing contest, Stacy was relaxing in the winner's circle. He was exhausted, but naturally extremely happy.

And he can recall his elation 10 years later as it was yesterday. For it was one of the greatest moments of his career and for Stacy, the ten-year gap just doesn't exist.



Ten years ago a youthful Richard Petty pushed his Plymouth among the Pontiac leaders and the late Joe Weatherly exchanged words with his car owner Bob Moore.

CHARLOTTE

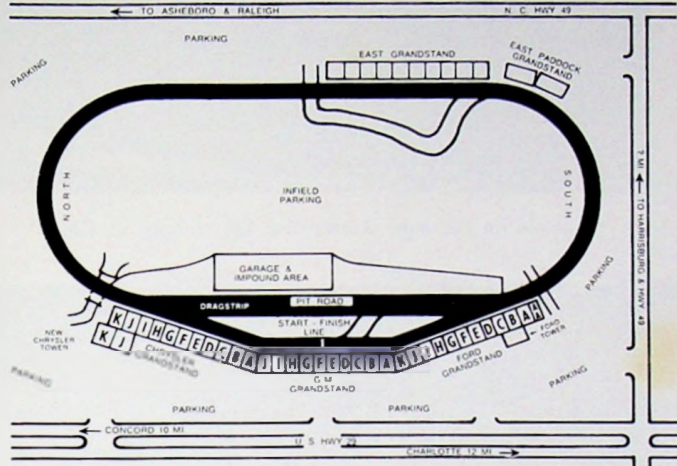


MOTOR SPEEDWAY

13th Annual
NATIONAL 500 RACE
CHARLOTTE MOTOR SPEEDWAY
 CHARLOTTE, NORTH CAROLINA

SUN., OCT. 8, 1972 — 12:30 P. M.

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GRANDSTAND CHOICE
 (Please Mark One)

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CHRYSLER _____ GM _____ FORD _____ Section Desired: _____ A, B, C, etc. (list 3 choices)

_____ Ford Tower Grandstand Chair Seats (Rows 27 thru 43) @ \$20.00 — \$ _____

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_____ Reserved Grandstand Seats Rows 17-26 (All Three Stands) @ \$15.00 — \$ _____

_____ Reserved Grandstand Seats Rows 6-16 (All Three Stands) @ \$12.00 — \$ _____

_____ Reserved Grandstand Seats Rows 1-5 (All Three Stands) @ \$ 8.00 — \$ _____

Handling Charge \$ _____ .25
 TOTAL \$ _____

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

Note: EAST GRANDSTAND (backstretch) and EAST PADDOCK GRANDSTAND Unreserved seats \$8.00 each on sale Race Day only when Grandstands open at 7 a.m. National 500 Infield tickets \$6.00 each on sale at 6 p.m. Saturday, October 7, when Infield Gates open for race fans.

INFIELD PARKING: Auto's \$1.00. All Others \$5.00.

CHILDREN UNDER 12 ADMITTED FREE TO UNRESERVED GRANDSTANDS OR INFIELD WHEN ACCOMPANIED BY A PAID ADULT.

NAME _____

STREET or P. O. BOX _____

CITY and STATE _____ ZIP _____

ALL CHILDREN MUST HAVE TICKETS TO ANY RESERVED GRANDSTAND SEATS

Pearson And The Woods

continued from page 69

big races. Well, I don't think I had what was available to Allison. I didn't make an issue out of all that because I didn't think it matter.

"The Nichols Pontiac never did run, and I drove Bud Moore's new Gran Torino, with the small engine, only once. I didn't figure the fourth place at Atlanta was too bad that time."

The Woods felt they had a winner before Pearson proved it. "Pearson knows a lot about Ford products, and we've competed against him so many times that we know what kind of a driver he is," said Glen Wood.

"We've had some great drivers in our career and I consider Pearson right along with the best of them," Glen added.

Now about that record at Charlotte Motor Speedway...



Pearson on the pole attempting 1st victory at CMS.



World 600 — 1961 — Victory Lane

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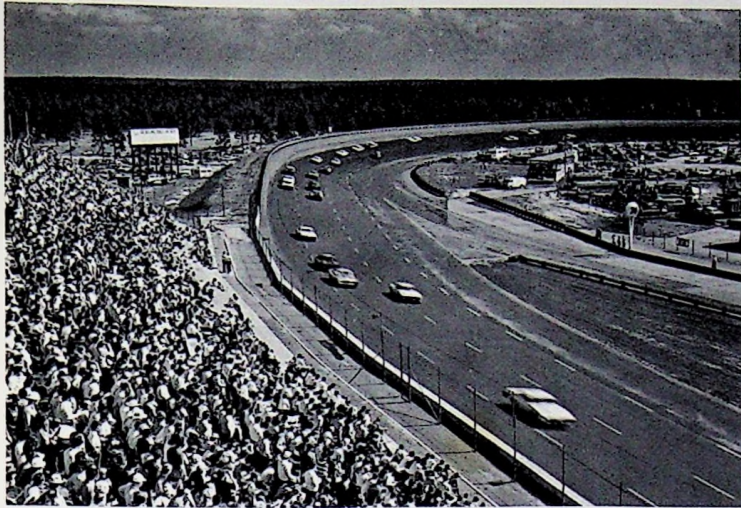
OCT.
22nd

AMERICAN 500

OCT.
22nd

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

**Make All Orders Payable to:
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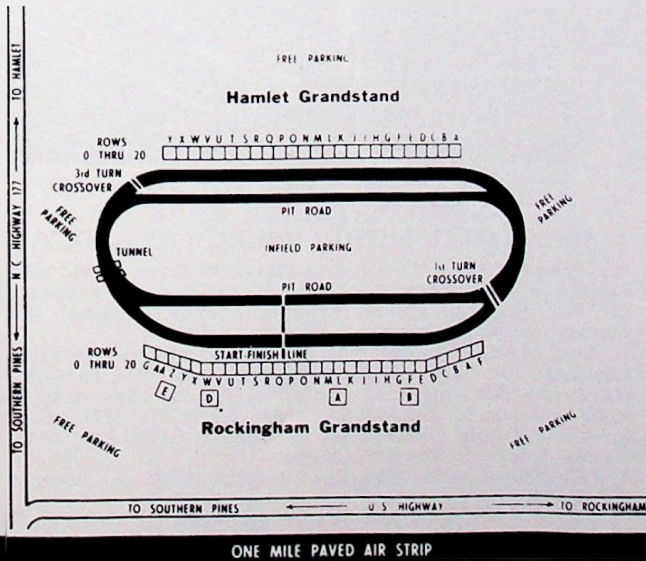
- Enclosed Grandstand A.....at \$25.00
(On Top of Section L)
- Covered Grandstand B.....at \$22.00
(On Top of Section F)
- Grandstand D (on top of Section W).....at \$22.00
- Grandstand E (on top of Section Z).....at \$22.00
- Special Box F (Seats 1-12).....at \$20.00
(Beside Section A)
- Special Box G (Seats 1-12).....at \$20.00
(Beside Section AA)
- (Sections A thru AA, Rows 0 thru 20)
- Reserved Chair Seats, Sec., Row 20.... at \$20.00
- Reserved Seats, Sec., Rows 10-19..... at \$15.00
- Reserved Seats, Sec., Rows 6-9 at \$12.00
- Reserved Seats, Sec., Rows 0-5 at \$10.00
- Handling Charge per order.....25
- Total.....

HAMLET GRANDSTAND

- (Sections A thru Y, Rows 0 thru 20)
- Reserved Chair Seats, Sec., Row 20.... at \$15.00
- Reserved Seats, Sec., Rows 15-19..... at \$10.00
- Unreserved Seats, All Sections, Rows 0-14.. at \$ 8.00
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children under 12 with Parents..... at \$ 4.00
- Handling Charge per order.....25
- Total.....

No Coolers of More Than 12
Inches in Length Permitted.

- Your order will be filled as closely as possible to the original request. Please give 3 choices in event your initial request has been sold. Unreserved seats also available in advance.
- Infield ticket sales begin and gates open at 5:00 p.m. on October 21. This is only area where children under 12, accompanied by paid adult, will be admitted free.
- No mini bikes or motorized cycles permitted in the Infield.



STARTING TIME: 12:00 EDST

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NATIONAL 500 NEXT WINSTON CUP GRAND NATIONAL RACE AT CHARLOTTE MOTOR SPEEDWAY — OCT. 8

Following the action and excitement of the World 600, the Charlotte Motor Speedway facilities will undergo preparations for the big 13th annual running of the National 500 on Sunday, October 8.

Last year's National 500 was the second consecutive victory here for Bobby Allison and the Coca Cola special. The Hueytown, Ala., driver's winning speed was slowed by inclement weather to 126.140 miles per hour, far off the record for the 500 mile distance set by Charlie Glotzbach in Cotton Owens' Dodge in the 1968 event.

"Chargin' Charlie" averaged 135.324 miles per hour to set the record.

All of NASCAR's top drivers are expected to be on hand trying for a starting spot in the National 500. And they will be joined by top drivers of the United States Auto Club, like A. J. Foyt, fastest qualifier in the 1971 National 500.

Make your plans now to see and enjoy all of the color, drama and racing excitement of the fall season's major motorsports event—the National 500 at Charlotte Motor Speedway.

And don't forget the Big Cabarrus 500 Festival activities that will precede the race in nearby Concord and Kannapolis, N. C.

Ask and you shall receive
a home loan.
(98 out of 100 do.)

First Federal Savings

Exhaust Fumes NEW PLAN OF SUPPORT

BY BOB HOFFMAN

Some people would have you believe there is nothing new under the sun. Others would tend to disclaim this theory.

A new concept, at least new for Grand National racing, in driver financial support has been brought to our attention through an ad in this issue.

N. H. & R. Racing Enterprise out of Owings Mills, Maryland, headed by "Icy" Dunstan, is promoting a deal where the average "Joe Blow" in the stands can help support his favorite driver this season.

★★★

THIS IDEA is called "Spectator Participation Certificate." It means that if you as a fan want to help the driver of your choice you send \$2 to N. H. & R. with instructions that the money go to the driver you choose.

According to a N. H. & R. representative, letters went out to all Grand National drivers at the start of the season asking them if they wanted to be included in the program. The ad carries a list of 15 drivers who are participating at this time. Others are expected to join the program as time goes by.

At this point, N. H. & R. is guaranteeing the drivers \$1.20 out of every \$2 collected in their individual names. The other 80 cents goes for costs of promoting and handling the program.

★★★

IF THE program grows as well as anticipated, N. H. & R. feels the operating costs will decrease on a per dollar volume and the drivers will hopefully be getting \$1.60 out of every \$2.

N. H. & R. is also active in racing program and race car advertising and we assume they will be working with these same drivers involved in the program.

Another idea in the mill is to try and interest various race tracks in the program to the extent that they would give a \$1 discount on an advance sale ticket for one of its races to holders of the certificates. This is still in the working stage and the company official says several tracks have expressed an interest in the idea.

WHAT IS the purpose behind the program?

All we know is what was passed on to us from N. H. & R. The company lists 10 purposes. Some of these are:

To raise financial support for Grand National race teams through the sale of novelty-souvenir type certificates.

To promote Grand National race teams and help maintain an image that will attract new and important commercial advertisers and sponsors.

To maintain a ready cash reserve to cover emergency financial situations.

To give the fans and spectators a way to express their desire to back the race team of their choice.

To increase and promote closer competition by providing more cash to improve racing equipment.

★★★

WE DON'T know if the fans will buy a program of this type or not. But, the company rep reports that a response to the appeal, which broke publically about a month ago, has been encouraging.

We haven't talked to any drivers involved in the pilot plan, but will discuss this program with them and see what they think of it. It could be a source of money for many of the independents, a source that has never been tapped before.

It will be interesting to watch N. H. & R. operate this program, since it is something that hasn't been tried on a large scale in Southern racing. If it works, it could grow into something which could have a tremendous influence on future racing seasons.

★★★

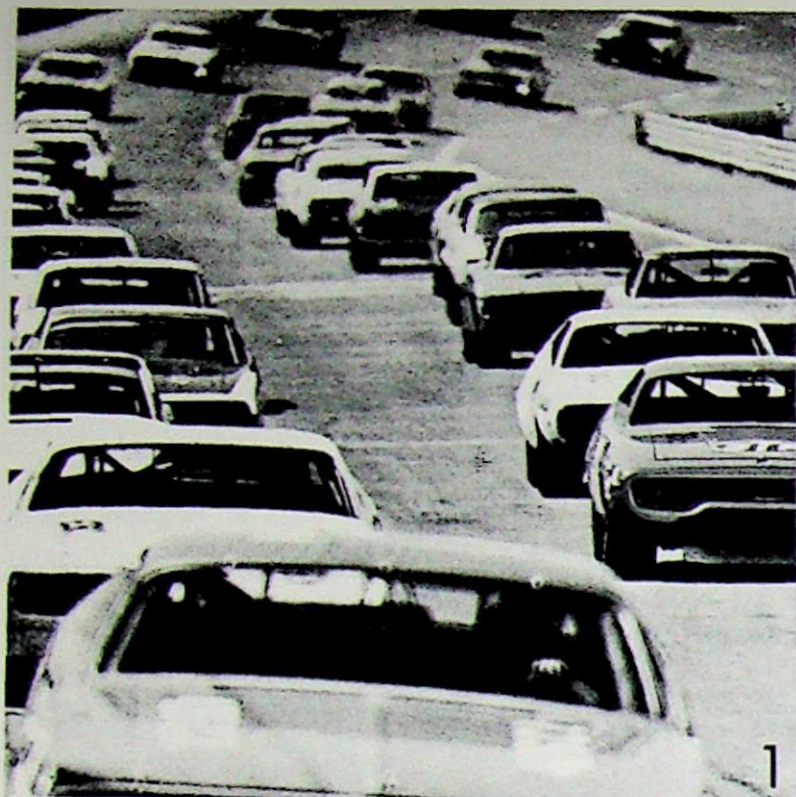
IT WILL also be interesting to see if major race tracks go along with the idea by offering ticket discounts.

Someone once said something to the effect that "nothing is as powerful as an idea whose time has come."

Maybe this idea is ready to be born.



DAYTONA BEACH, Fla.—Winston Cup girl Marilyn Chilton helps Richard Petty hold his \$10,000 check for winning the first leg of the \$100,000 Winston Cup NASCAR Grand National series. Petty jumped from third to first place to win the top position during the Winston 500 at Alabama International Motor Speedway. A total of \$20,000 was paid out to the top five drivers in the point standings. Finishing second was James Hylton and Bobby Allison was third.



DIXIE 500



Looking over the action and results of the 1971 Dixie 500 at Atlanta International Raceway:

(1) Traffic in the banked turn looks like a taxi cab ride in New York City during early stages of the race.

(2) Greeting Richard Petty of Randleman, N. C. in victory lane after his victory are Walter Nix, left, General Manager of Atlanta Raceway; Miss Suzie Baugh (Miss Dixie 500) and Governor Jimmy Carter of Georgia.

(3) Buddy Baker of Charlotte, N. C. fastest qualifier for the Dixie 500 with an average speed of 155.796 miles per hour in Dodge, receives the Falstaff Brewing qualifier award.

(4) Joe Frasson (18) heads for garage area. Completed only 64 laps.

(5) Bobby Allison (12) gets ready to pass Dick Poling (65).

(Atlanta Raceway pictures by Pal Parker.)

Don't Miss The 13th Annual

DIXIE

"500"



SUNDAY, JULY 23, 1972



SEE THE TOP NASCAR GRAND
NATIONAL STARS IN ACTION
STARTING TIME: 1:30 P. M.

Sanctioned by NASCAR -



Choice Seats Available NOW!

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RESERVED SEAT ORDER BLANK - MAIL TODAY

13th annual dixie 500 1:30 p.m. sunday, july 23, 1972

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All Master Charge Orders Must Include Inter-Bank Number. Your mailing address must correspond with your charge card address.

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(6 Chairs to Box) Each Chair . . \$16 _____ \$ _____

NELSON WEAVER GRANDSTAND (South)

Upper Rows 23-36 (Back Rest)

Sec. 10-18 \$20 _____ \$ _____

Sec. 1-9 and 19-21 \$15 _____ \$ _____

Center Rows 11-22

Sec. 10-18 \$15 _____ \$ _____

Sec. 1-9 and 19-21 \$12 _____ \$ _____

Lower Rows

Sec. 10-18 \$12 _____ \$ _____

Sec. 1-9 and 19-21 \$10 _____ \$ _____

NORTH GRANDSTAND

Rows 1-21, Sec. A-K \$ 7 _____ \$ _____

All Seats Reserved, Tax Included

INFIELD \$ 6 _____ \$ _____

(Advance Sale and Race Day)

AMPER INFIELD PARKING \$10.00—AUTO'S FREE

No scaffolds or platforms. Regardless of age children must have tickets for reserved grandstand.



Handling Charge . \$.25

Total Enclosed . . \$ _____

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SOUTH GRANDSTAND

SUPER SPEEDWAY WITH THE SUPER VIEW"

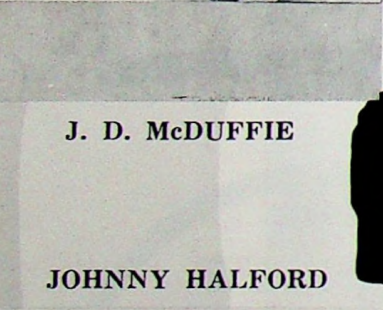
MAY 28 WORLD 600 12:30 PM



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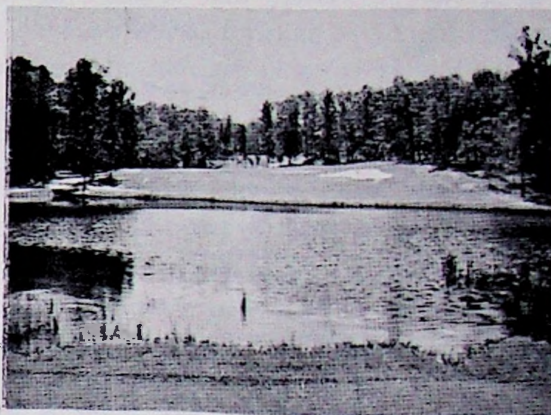
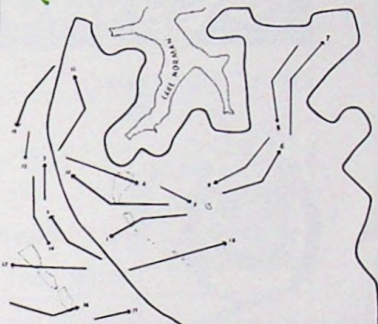


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SITE OF THE 1972 AMERICAN MOTORS 600 INVITATIONAL

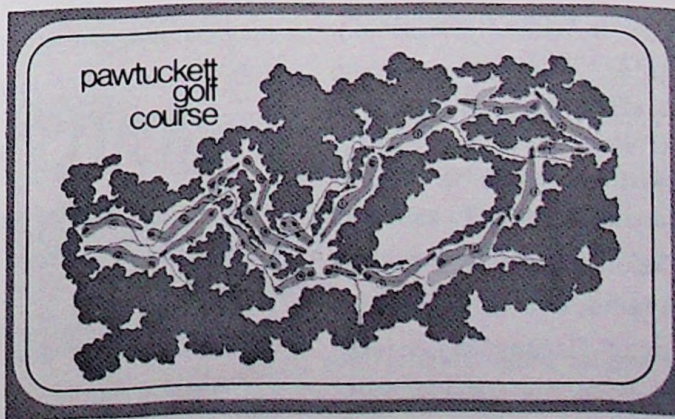


NEIL CASTLES

Neil Castles Says

“My home overlooks the fourth green of Forest Pawtucket. It is a beautiful scene. You’ll enjoy playing in this setting.”

**pawtucket
golf
course**



KEN FOLKES. PROFESSIONAL.

HIGH SPEED HUMOR

continued from page 63

All he would have to do was load up the lumber. It took them 30 minutes or so to cut me out of the car.

"I didn't think I'd ever get out of there. But it's funny today. I'm glad I'm here to laugh about it."



Some of the funniest things are descriptions handed out in and around the garage area concerning competitors.

An argument was underway recently at a Grand National event with regards to the ability of a certain independent driver and his race car.

The group of writers and officials agreed the driver had plenty of talent but his machine lacked more than the driver could possibly offer to make up the difference.

"I believe he can run with Richard Petty, David Pearson, Buddy Baker, Bobby Isaac, Bobby Allison and the likes," said one.

"There's no doubt about his driving talent," said another, "but his old car just isn't as good as the cars driven by the likes of Petty, Pearson and that bunch."

And one listener to the heated conversation broke up the group by saying, matter-of-factly, "Why, sending that boy out to race against Petty and them in an old machine like he's got would be like sending somebody out with the James gang riding a jackass."



Richard Petty has another version of a somewhat unusual trip to a hospital in the back of an ambulance, though at the time Richard admits it really wasn't very funny.

"This was at Darlington after that bad crash I had there in the 1970 Rebel 400," Petty explained. "For a while I didn't know what was going on. When I found out, I kinda wished I hadn't."

Petty lost consciousness upon impact as he went through the most violent accident of his long NASCAR career. Coming out of Darlington's tricky fourth turn he made contact with the outside wall, went across the track and slammed into the concrete wall separating the pits from the track surface and then flipped back up into the air.

As the Plymouth crashed back toward the track, observers could see Richard's left arm and shoulder swinging freely out of the window. It appeared that the shoulder would be broken.

"That's what everyone thought," said Petty. "So after I regained consciousness in the field hospital, they figured they had better put me in the ambulance and take me to Florence for more examination. We had trouble at first getting out of the infield because of the traffic but I expected that. What I didn't expect was the conversation I heard when we reached the highway.

"The ambulance driver and his assistant were sitting up there trying to figure out where the Florence hospital was and how they should get there. That's when I sat straight up on the stretcher and started giving directions."



Veteran independent Wendell Scott didn't take an ambulance ride during one of his more humorous moments in racing but he did think for a while that he was going to send someone else off in one.


"That was at Charlotte during the National 400, I believe in 1965," said Wendell. "Elmo Langley lost the engine in his Ford in front of me as we went down the front straightaway and my Chevy got in the oil, spun and broke the drive shaft.

"About that time—just when I was realizing I had no control over the car—I saw this movie photographer standing in a place he shouldn't have been, just outside the guard rail in the first turn. He didn't know I was anywhere around, because he was busy filming Elmo's spin and all that smoke.

"Man, I started yelling at him, 'Get out of the way . . . get out of there,' but there was no way he could hear me. Course, I didn't pause to think about that at the time."

Seconds later Scott's Chevrolet slammed into the rail just a couple of feet from where the photographer stood. The camera went one way, the man the other and Wendell . . . a little later . . . found time to laugh.

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This property has been subdivided into one square inch lots. For the low cost of only \$2 per lot, YOU can own part of PETTY COUNTRY! You'll receive a deed to your lot suitable for framing.

ACT NOW! Send \$2 per lot to: PETTY COUNTRY, P. O. Box 43, Randleman, N. C. 27317.

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One statement says it all.**



This is the best oil filter you can buy.

Wix VIP is the *original* dual valve/dual media filter, the only kind that can filter all your oil, all the time. Even when your engine's cold.

Wix invented the DV/DM filter. Which is not surprising, since Wix also invented the spin-on oil filter. And the Final Filter. And a number of other "firsts" in filtration.

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and puts back the drive
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