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# WELCOME TO MARTINSVILLE SPEEDWAY

Racing Fans,

Welcome to Virginia, to Henry County, to Martinsville and to Martinsville Speedway for the Dogwood 500 Classic.

We are delighted to have you with us today as we open our 26th year of racing.

We are happy that we can bring you two NASCAR National Championship races for the price of one and we hope you feel that at Martinsville Speedway, you get more for your racing dollar.

To help insure you of the best drivers, cars and racing possible, our posted awards for the Dogwood 500 Classic have been increased \$11,380 to a record \$41,010. This is more money than most half-mile tracks pay for a Grand National event but it is our aim to make the Dogwood and Cardinal Classics major races that will attract the attention of the entire country.

We feel that we have racing's most beautiful and comfortable facility and it is our goal to keep improving it. Please take note of our clean concession stands and attended restrooms. If you ever have any suggestions, please feel free to drop me a line and let me know your feelings. Everything we do is aimed at your comfort, entertainment, convenience and safety.

We have members of the Henry County Sheriff's Department stationed throughout the stands and should you need the aid of an officer, one will not be difficult to locate. The Henry County Life Saving Crew is manning our First Aid rooms and they also are available should you need them. We like to feel racing is a family sport at Martinsville Speedway and we pledge to you that it will remain so.

We have another exciting schedule lined up for this year and we hope you can be with us for all the events. The modifieds return here for a 100-lap NASCAR National Championship race on Saturday, April 28 and then on Sunday, April 29th, it will be the big Virginia 500 NASCAR Grand National race.



**H. CLAY EARLES**  
**MARTINSVILLE SPEEDWAY PRESIDENT**

The modifieds will run another 100-lap national championship race on Saturday, September 29 and the Old Dominion 500 Grand National is set for Sunday, September 30.

Our season closes on Sunday, October 28 with the Cardinal 500 Classic when the modified and late model sportsman cars return for another exciting double-header.

The Dogwood and the Cardinal will be broadcast by the Motor Racing Network and this is another step forward in attaining national recognition for the modified and late model sportsman divisions.

We have done everything possible to assure you of two good races today and that you will be comfortable while you watch.

Come to see us often.

You are always welcome at Martinsville Speedway.

Best Regards,

H. Clay Earles  
Martinsville Speedway President.

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## SCHEDULE OF EVENTS

### THURSDAY

9 a.m. — 12 noon — Practice for Modified and Late Model Sportsman cars.

1 p.m. — 3 p.m. — Time Trials for Late Model Sportsman cars. Fastest 20 cars earn starting positions 1 through 20.

3 p.m. — 4:30 p.m. — Practice for Modified and Late Model Sportsman cars.

### FRIDAY

9 a.m. — 12 noon — Practice for Modified and Late Model Sportsman cars.

1 p.m. — 3 p.m. — Time Trials for Modified cars. Fastest 20 cars earn starting positions 1 through 20.

3 p.m. — 4:30 p.m. — Practice for Modified and Late Model Sportsman cars.

### SATURDAY

9 a.m. — 12 noon — Practice for Modified and Late Model Sportsman cars.

1 p.m. — 2 p.m. — Time Trials for Late Model Sportsman Qualifying races.

2 p.m. — 3 p.m. — Time Trials for Modified Qualifying races.

3 p.m. — First 25-lap Late Model Sportsman Qualifying race.

3:30 p.m. — First 25-lap Modified Qualifying race.

4 p.m. — Second 25-lap Late Model Sportsman Qualifying race.

4:30 p.m. — Second 25-lap Modified Qualifying race.

### SUNDAY

11 a.m. — Concert by Bassett High School Band under the direction of Ken Richardson.

11:40 a.m. — Trackside church service conducted by Brother Bill Frazier of Gadsden, Ala., "Chaplain of Auto Racing," with French translation by driver Denis Giroux.

12 noon — Parade of visiting pace cars and manufacturers cars.

12:10 p.m. — Introduction of drivers in the 250-lap Late Model Sportsman race and presentations.

12:20 p.m. — Introduction of drivers in the 250-lap Modified race and presentations.

12:30 p.m. — Introduction of Miss Virginia, Donna Marie Pillow of Lynchburg, Va., who will present trophies to the fastest qualifiers for each race and to the winners of the four qualifying races.

Presentation of trophies and checks to the owners of the best appearing cars in each division.

12:35 p.m. — Introduction of Deputy Sheriff Dick Barbour of the Henry County Sheriff's Department.

12:40 p.m. — Welcome by speedway president H. Clay Earles with French translation by driver Denis Giroux.

12:45 p.m. — Invocation, "The Racers' Prayer," by Brother Bill Frazier with French translation by driver Denis Giroux.

12:50 p.m. — Canadian National Anthem followed by playing of American National Anthem. Flag raising ceremony by Jefferson High School Air Force Junior ROTC color guard in charge of Sgt. Clarence C. Edwards and led by 1/Lt. Bill Cunningham and Cadets Dennis Sullivan, Ron Black, Danny Spence, and Ray Sloan.

12:55 p.m. — "Gentlemen Start Your Engines."

1 p.m. — Start of Dogwood 500 Classic with 250-lap NASCAR National Championship Late Model Sportsman race to be run first followed immediately after by 250-lap NASCAR National Championship Modified race.

Conclusion of Race — Combined victory lane ceremonies and drawing for grandfather clock.



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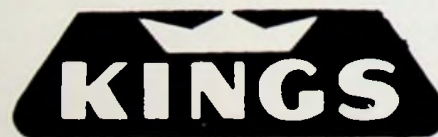
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Jerry Hatcher	Starter
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Bill Garlick	Steward and Inspector
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Rodney McNeil

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Marvin Webber

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Mrs. Virginia Hall, Martinsville, Va. ....	Advertising
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1973 Pontiac Grand Am, Courtesy Pontiac Division of General Motors.

**BROADCASTING NETWORK**

Motor Racing Network, Daytona Beach, Fla.



# \$41,010 DOGWOOD 500 CLASSIC MODIFIED ENTRY BLANK



National Championship Race (1935 thru 1969 Model Cars)

NASCAR has also approved the use of late model bodies, up to and including 1973 models, in this division as follows: Pinto, Maverick, Gremlin, Cricket, Demon, Vega and Capri.

TRACK: Martinsville Speedway (.525 Mile Paved)

LOCATION: Martinsville, Va.

DIVISION: Modified (Sanction No. SP 6-73)

PROMOTER: Martinsville Speedway, Inc.

DISTANCE: 250 Laps (131.25 Miles)

POSTED AWARDS: \$20,505 (Including \$940 Point Fund)

(Winner receives 516 National Championship points, second 480, third 460, etc.)

RACE DATE: Sunday, March 25, 1973. Starting time 3 p.m.

TIME TRIALS: Friday, March 23, 1 p.m. to 3 p.m. (Fastest 20 cars earn starting positions 1 thru 20 for 250-lap race).

Two 25-lap qualifying races Saturday, March 24, 3:30 p.m. and 4:30 p.m. for all unqualified cars to determine starting positions 21 thru 40 in 250-lap race.

NOTE: Cars which engage in time trials on Friday, March 23, but do not qualify for one of the first 20 starting positions in the 250-lap race will receive preference in the starting lineup, according to their Friday time trials, for one of the two 25-lap qualifying races on Saturday, March 24. Cars which do not engage in time trials on Friday, March 23, must "time trial" on Saturday, March 24, from 2 p.m. until 3 p.m. for starting positions in one of the two 25-lap qualifying races and will line up behind those cars which "time trialed" on Friday.

THE TRACK WILL BE OPEN FOR REGISTRATION AND INSPECTION ONLY ON WEDNESDAY, MARCH 21. NO PRACTICE WILL BE HELD.

PRACTICE: Thursday, March 22, 9 a.m. to 12 noon and 3 p.m. to 4:30 p.m. Friday, March 23, 9 a.m. to 12 noon and 3 p.m. to 4:30 p.m. Saturday, March 24, 9 a.m. to 12 noon. (Additional practice sessions as time permits).

## DISTRIBUTION

1st-\$3,000 2nd-\$1,500 3rd-\$1,000 4th-\$800 5th-\$500 6th-\$400 7th-\$375 8th-\$350 9th-\$325 10th-\$300 11th-\$295 12th-\$290 13th-\$285 14th-\$280 15th-\$275 16th-\$270 17th-\$265 18th-\$260 19th-\$255 20th-\$250 21st-\$245 22nd-\$240 23rd-\$235 24th-\$230 25th-\$225 26th-\$220 27th-\$215 28th-\$210 29th-\$205 30th-\$200 31st-\$195 32nd-\$190 33rd-\$185 34th-\$180 35th-\$175 36th-\$170 37th-\$165 38th-\$160 39th-\$155 40th-\$150. (Field limited to 40 starters)

Two 25-lap qualifying races each divided: 1st-\$75 2nd-\$50 3rd-\$40 4th-\$30 5th thru 40th-\$25 each.

Time Trials: \$100 to fastest qualifier on Friday, March 23.

\$200 to NASCAR National Modified Champion Jerry Cook if he enters before entry deadline and competes.

\$100 and trophy to owner of best appearing car in starting lineup. (Cars will be judged on appearance and safety).

\$1,000 and trophy to the driver of car which leads the greatest number of official laps in the 250-lap Modified race.

\$500 Firestone Tire awards, divided: 1st-\$250 2nd-\$150 3rd-\$100.

(See back page for

\$250 Union "76" Division awards, divided: 1st-\$125 2nd-\$75 3rd-\$50.

Manufacturers' Prize Money Conditions)

Grandfather clock to winner of 250-lap race. Trophies to fastest qualifier and winners of two qualifying races. Special award to each driver making the starting lineup.

## ELIGIBILITY REQUIREMENTS

This race will be governed by the 1973 NASCAR Modified Division rules and specifications.

Only treaded tires permitted. No slicks allowed.

Cars entered in this division will not be permitted to compete in Late Model Sportsman division.

Cars occupying first 20 starting positions for 250-lap race will be assigned pits on front straightaway and remaining cars in 250-lap race will be assigned pits on back straightaway.

# LATE MODEL SPORTSMAN ENTRY BLANK

National Championship Race (1960 thru 1969 Model Cars)

TRACK: Martinsville Speedway (.525 Mile Paved)

LOCATION: Martinsville, Va.

DIVISION: Late Model Sportsman (Sanction No. SP 6-73)

PROMOTER: Martinsville Speedway, Inc.

DISTANCE: 250 Laps (131.25 Miles)

POSTED AWARDS: \$20,505 (Including \$940 Point Fund)

(Winner receives 516 National Championship points, second 480, third 460, etc.)

RACE DATE: Sunday, March 25, 1973. Starting time 1 p.m.

TIME TRIALS: Thursday, March 22, 1 p.m. to 3 p.m. (Fastest 20 cars earn starting positions 1 thru 20 for 250-lap race). Two 25-lap qualifying races Saturday, March 24, 3 p.m. and 4 p.m. for all unqualified cars to determine starting positions 21 thru 40 in 250-lap race.

NOTE: Cars which engage in time trials on Thursday, March 22, but do not qualify for one of the first 20 starting positions in the 250-lap race will receive preference in the starting lineup, according to their Thursday time trials, for one of the two 25-lap qualifying races on Saturday, March 24. Cars which do not engage in time trials on Thursday, March 22, must "time trial" on Saturday, March 24, from 1 p.m. until 2 p.m. for starting positions in one of the two 25-lap qualifying races and will line up behind those cars which "time trialed" on Thursday.

THE TRACK WILL BE OPEN FOR REGISTRATION AND INSPECTION ONLY ON WEDNESDAY, MARCH 21. NO PRACTICE WILL BE HELD.

PRACTICE: Thursday, March 22, 9 a.m. to 12 noon and 3 p.m. to 4:30 p.m. Friday, March 23, 9 a.m. to 12 noon and 3 p.m. to 4:30 p.m. Saturday, March 24, 9 a.m. to 12 noon. (Additional practice sessions as time permits).

## DISTRIBUTION

1st-\$3,000 2nd-\$1,500 3rd-\$1,000 4th-\$800 5th-\$500 6th-\$400 7th-\$375 8th-\$350 9th-\$325 10th-\$300 11th-\$295 12th-\$290 13th-\$285 14th-\$280 15th-\$275 16th-\$270 17th-\$265 18th-\$260 19th-\$255 20th-\$250 21st-\$245 22nd-\$240 23rd-\$235 24th-\$230 25th-\$225 26th-\$220 27th-\$215 28th-\$210 29th-\$205 30th-\$200 31st-\$195 32nd-\$190 33rd-\$185 34th-\$180 35th-\$175 36th-\$170 37th-\$165 38th-\$160 39th-\$155 40th-\$150. (Field limited to 40 starters)

Two 25-lap qualifying races each divided: 1st-\$75 2nd-\$50 3rd-\$40 4th-\$30 5th thru 40th-\$25 each.

Time Trials: \$100 to fastest qualifier on Thursday, March 22.

\$200 to NASCAR National Late Model Sportsman Champion Jack Ingram if he enters before entry deadline and competes.

\$100 and trophy to owner of best appearing car in starting lineup. (Cars will be judged on appearance and safety).

\$1,000 and trophy to the driver of car which leads the greatest number of official laps in the 250-lap Late Model Sportsman race.

\$500 Firestone Tire awards, divided: 1st-\$250 2nd-\$150 3rd-\$100.

(See back page for

\$250 Union "76" Division awards, divided: 1st-\$125 2nd-\$75 3rd-\$50.

Manufacturers' Prize Money Conditions)

Grandfather clock to winner of 250-lap race. Trophies to fastest qualifier and winners of two qualifying races. Special award to each driver making the starting lineup.

## ELIGIBILITY REQUIREMENTS

This race will be governed by the 1973 NASCAR Late Model Sportsman Division rules and specifications.

Cars must have stock bumper and grille. Fenders may be cut only for minimum clearance. Only treaded tires permitted. No slicks allowed.

Cars entered in this division will not be permitted to compete in Modified division.

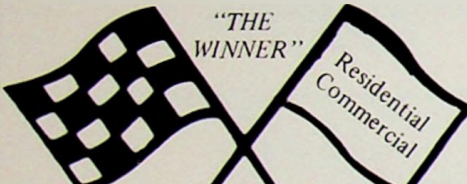
Cars occupying first 20 starting positions for 250-lap race will be assigned pits on front straightaway and remaining cars in 250-lap race will be assigned pits on back straightaway.





## 1972 NASCAR National Modified Standings

1. Jerry Cook, Rome, N.Y.	4,004	11. Ed Flemke, Southington, Conn.	2,519
2. Bugs Stevens, Rehoboth, Mass.	3,398	12. Richie Evans, Rome, N.Y.	2,204
3. Bernie Miller, Canastota, N.Y.	3,276	13. Andy Romano, Johnstown, N.Y.	2,180
4. Bob Santos, Millis, Mass.	2,985	14. Dwayne Woodward, Fresno, Calif.	2,150
5. Denis Giroux, Cohoes, N.Y.	2,979	15. Leo Cleary, Hanover, Mass.	2,075
6. Ronnie Bouchard, Fitchburg, Mass.	2,838	16. Bob Cetti, Fresno, Calif.	1,756
7. Fred DeSarro, Hope Valley, R.I.	2,696	17. Jack Epperson, Alviso, Calif.	1,698
8. Lou Lazzaro, Utica, N.Y.	2,626	18. Don Epperson, San Jose, Calif.	1,670
9. Everett Edlund, Caruthers, Calif.	2,568	19. Nick Rescino, San Francisco, Calif.	1,586
10. Howard Kaeding, Campbell, Calif.	2,547	20. Eddie Pienezek, Water Fort, N.Y.	1,474




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## NASCAR NATIONAL MODIFIED CHAMPIONS THROUGH THE YEARS

1972	Jerry Cook, Rome, N.Y.	1959	Glen Guthrie, Washington, D.C.
1971	Jerry Cook, Rome, N.Y.	1958	Budd Olsen, Paulsboro, N.J.
1970	Fred DeSarro, Hope Valley, R.I.	1957	Ken Marriott, Baltimore, Md.
1969	Bugs Stevens, Rehoboth, Mass.	1956	Red Farmer, Hialeah, Fla.
1968	Bugs Stevens, Rehoboth, Mass.	1955	Bill Widenhouse, Midland, N.C.
1967	Bugs Stevens, Rehoboth, Mass.	1954	Jack Choquette, West Palm Beach, Fla.
1966	Ernie Gahan, Dover, N.H.	1953	Joe Weatherly, Norfolk, Va.
1965	Bobby Allison, Hueytown, Ala.	1952	Frankie Schneider, Lambertville, N.J.
1964	Bobby Allison, Hueytown, Ala.	1951	Wally Campbell, Trenton, N.J.
1963	Eddie Crouse, Glen Allen, Va.	1950	Charles Dyer, North Bergen, N.J.
1962	Eddie Crouse, Glen Allen, Va.	1949	Fonty Flock, Atlanta, Ga.
1961	Johnny Roberts, Baltimore, Md.	1948	Red Byron, Atlanta, Ga.
1960	Johnny Roberts, Baltimore, Md.		



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# STEVENS, HENSLEY MARTINSVILLE CHAMPS



Stevens Gets Extra Award From Miss Virginia.

By Dick Thompson  
Public Relations Director  
Martinsville Speedway

This may be the first time you read it, but Carl "Bugs" Stevens is the 1972 Martinsville Speedway Modified Champion and Jimmy Hensley is the 1972 Martinsville Speedway Late Model Sportsman Champion.

Okay, so what's the big deal you ask? Why would a track that runs only four Modified races and two Late Model Sportsman races even admit it had a champion in each division? Don't go away.

Last season, Stevens won the Dogwood 500, and The Spring 100 here, finished fifth in the Fall 100 and seventh in the Cardinal 500.

That gave him 846 points and **ONLY ONE OTHER EAST COAST NASCAR TRACK CHAMPION EARNED MORE.** Charlie Jarzombek captured the Islip Speedway Championship with 880 points and thus Stevens, as the Martinsville champion, earned only 34 points less.

Things getting more interesting for you?

Now, consider that in the two Late Model Sportsman events run here, Hensley finished second in the Dogwood 500 Classic and won the Cardinal 500 Classic to roll up 686 points.

Even with only the two races, Hensley ranked 15th among NASCAR track Late Model Sportsman champs and that's not bad when you stack it up against a full season of racing.

And with the increased prize money for the Dogwood and Cardinal Classics, a record \$41,000-plus, things will be even bigger this season. The Modified and Late Model Sportsman winners in the Dogwood 500 Classic each will receive 516 points. That's equal to over ten weekly features so you can see how important the Dogwood is to the drivers' 1973 championship hopes.

I doubt if it will even happen but if a driver can win the Dogwood and Cardinal Late Model Sportsman races here in one season, he'll rack up 1,032 points.

And it's even better for the modified drivers, who run in the two extra 100-lap NASCAR National Championship races.

Again, if a driver could sweep all four events, he would earn 1,314 points for the season here.

Naturally, after discovering this, speedway president H. Clay Earles plans to honor Martinsville Speedway's track champions in 1973. "With this many points on the line, we'll just have to declare track champions in both divisions and award them grandfather clocks," Earles said.

The 1973 track champions will receive their awards at next spring's Dogwood 500 Classic.

Starting this season, NASCAR will award the winning drivers of all Modified and Late Model Sportsman special events 16 bonus points. Judging from what I read in the Eastern and Northern papers last season, there was some criticism of NASCAR National Modified champion Jerry Cook of Rome, N.Y., because he won the title without posting a single victory.

I agree that more emphasis should be placed on winning and NASCAR has done that with its new point system. But don't knock Cook. He didn't write the rules, he just won the championship for the second straight year.

Cook earned the title by racing in 58 events and finishing 87 per cent of them in the top ten and an amazing 51 per cent in the top five. In one stretch, he ran 19 races in 20 days. He earned the championship.

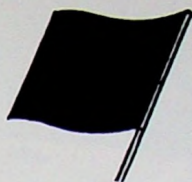
Late Model Sportsman National champion Jack Ingram of Asheville, N.C., started 86 races, won 15 of them and finished an astonishing 67 times in the top five.

Congratulations to both champions.

The battle for the 1973 National Modified Championship starts right here in the Dogwood 500 Classic and you can bet Stevens, Cook, Fred DeSarro, Bernie Miller, Denis Giroux, Ron Bouchard and all the others will be hoping to get off to a good start.

Likely, the new national champion again will be a "Yankee" driver. According to the NASCAR Yearbook, the only southern track offering

## THOMPSON'S BLACK FLAG



Jimmy Hensley Shares Victory Circle With His Wife

modified points was Bowman Gray Stadium in Winston-Salem, N.C. That one track plus Martinsville are the only places the drivers can earn points in the area.

They will either have to make some long trips north or persuade some of the non-sanctioned tracks to join NASCAR. NASCAR modified racing has given away to Late Model Sportsman in the south but the modifieds have always run and will continue to run at Martinsville Speedway.

Bill Dennis got off to a fast start toward the 1973 NASCAR Late Model Sportsman title by winning the 300-miler at Daytona last month but Bill will devote much of his time to the Grand National ranks.

Red Farmer, Giroux and Sam Ard were involved in the blanket finish and it might not be too surprising to see the latter two fight it out for the national crown if they finish well in the Dogwood. Farmer, who won the title in 1969-70-71, probably won't pursue the championship.

It's another season and another big race. Turn 'em loose and let 'em go.

And come next spring's Dogwood 500 Classic, we'll pass out a couple of grandfather clocks to the Modified and Late Model Sportsman champions of Martinsville Speedway.

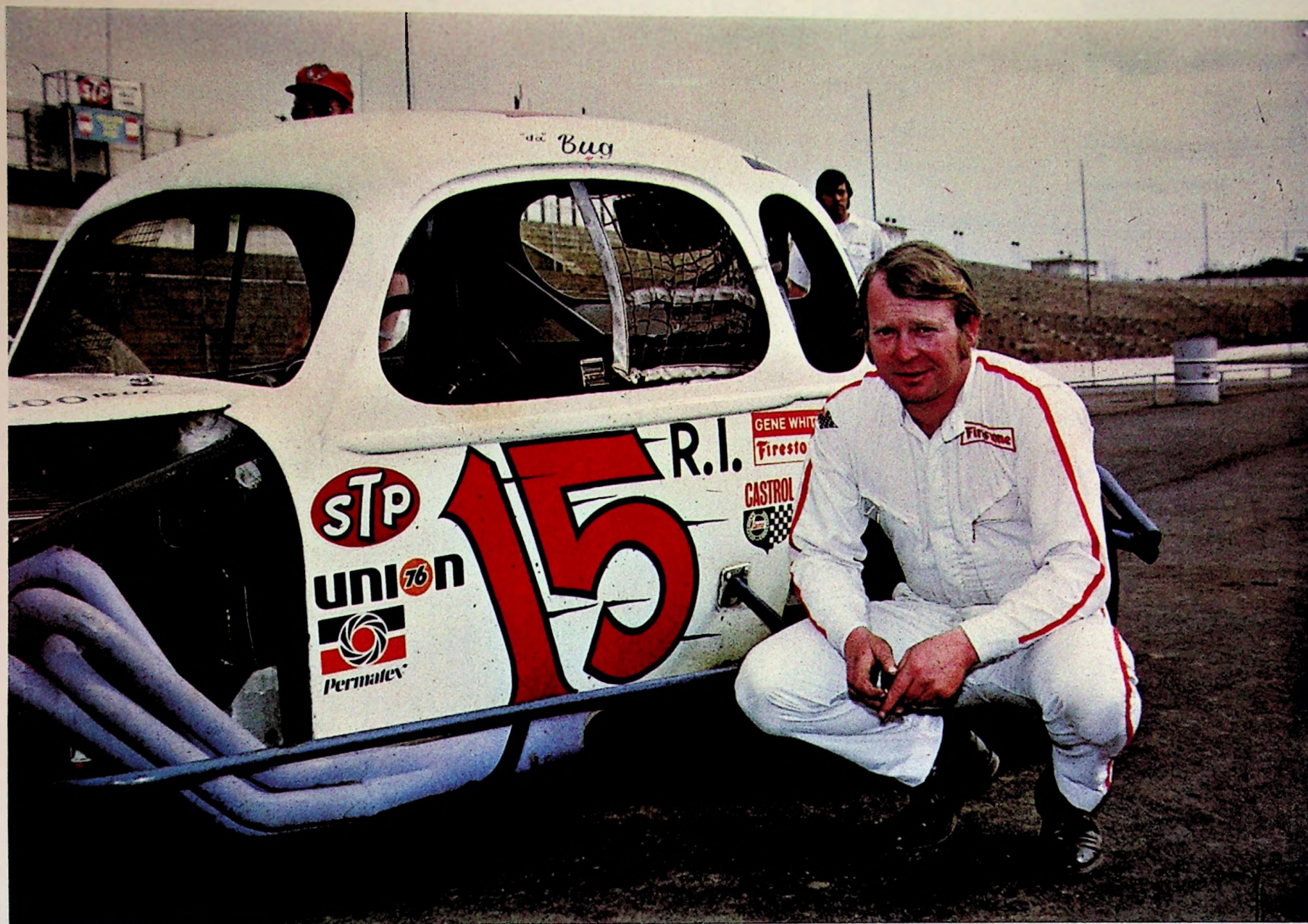
They will have earned them.

1972 Martinsville Speedway Modified Standings - 1. Bugs Stevens, 846 points; 2. Bernie Miller, 692 points; 3. Mike Loescher, 672 points, 4. Ray Hendrick, 590 points; 5. Hank Thomas, 465 points; 6. Jerry Cook, 398 points; 7. Fred DeSarro, 381 points; 8. Ronnie Bouchard, 378 points; 9. Bob Santos, 350 points; 10. Denis Giroux, 344 points.

1972 Martinsville Speedway Late Model Sportsman Standings - 1. Jimmy Hensley, 686 points; 2. Sonny Hutchins, 560 points; 3. Mel Bradley, 532 points; 4. Bosco Lowe, 504 points; 5. Grant Adcox, 448 points; 6. Al Grinnan, 392 points; 7. Jack Ingram, 350 points; 8. Bill Dennis, 322 points; 9. Lennie Pond, 308 points; 10. John Utsman, 308 points. (Tie).

MODIFIED TRACK CHAMPIONS - 1. Islip Speedway, Charlie Jarzombek, 880 points; 2. Martinsville Speedway, Bugs Stevens, 846 points; 3. Stafford Springs, Fred DeSarro, 716 points, 4. Albany-Saratoga, Bugs Stevens, 632; 5. Bowman Gray, Max Berrier, 590 points; 6. Fonda Speedway, Harry Peck, 588 points; 7. Utica-Rome Speedway, Richie Evans, 494 points; 8. Seekonk Speedway, Leo Cleary, 288 points.

LATE MODEL SPORTSMAN TRACK CHAMPIONS - 1. Jacksonville Speedway, Eddie McDonald, Jr., 1172 points; 2. Golden Isle Speedway, Eddie MacDonald, Jr., 1154 points; 3. Hickory Speedway, Bob Pressley, 1044 points; 4. Savannah Speedway, Tom Porter, 1016 points; 5. Beltsville Speedway, Reds Kagle, 998 points; 6. Birmingham Speedway, Neil Bonnett, 954 points; 7. Catamount Stadium, Bob Dragon, 930; 8. Kingsport Speedway, John Utsman, 908 points; 9. Southside Speedway, Lennie Pond, 904 points; 10. Greenville-Pickens Speedway, Butch Lindley, 850 points; 11. Norwood Arena, Dave Dion, 820 points; 12. Huntsville Speedway, Red Farmer, 816 points; 13. New Asheville Speedway, Jack Ingram, 773 points; 14. Old Dominion Speedway, Reds Kagle, 732 points; 15. Martinsville Speedway, Jimmy Hensley, 686 points; 16. Fairgrounds Speedway, Flookie Buford, 674 points; 17. Thunder Road Speedbowl, Bob Giroux, 648 points; 18. Plattsburgh Speedway, Bob Dragon, 584 points; 19. Myrtle Beach Speedway, Jimmy Hatchell, 564 points; 20. Smoky Mountain Raceway, L.D. Ottinger, 532 points; 21. New Columbia Speedway, Harry Gant, 520 points; 22. Devils Bowl Speedway, Jean Paul Cabana, 444 points; 23. Caraway Speedway, Jimmy Hensley, 386 points; 24. South Boston Speedway, Sonny Hutchins, 310 points; 25. International Raceway Park, James Stover, 229 points; 26. Lonesome Pine International Raceway, Chester Williams, 212 points.



Defending Dogwood 500 Modified Champion Carl "Bugs" Stevens of Rehoboth, Mass., a three-time national title winner.

## NASCAR'S MOST POPULAR MODIFIED DRIVER

# DOGWOOD MODIFIED CHAMPION BUGS STEVENS TO RUN FOR FOURTH NATIONAL CHAMPIONSHIP

By Skip Clayton  
Sports Director  
WRCP Radio  
Philadelphia, Pa.

Open up the NASCAR record book in the Modified division and one of the name up at the top of the list is Carl "Bugs" Stevens of Rehoboth, Mass. Bugs is no stranger to victory circle having won over 100 races. He is also the only driver to be the Modified Champion three times, all coming consecutively, 1967-1969.

Bugs, whose real name is Carl S. Bergman, got his start in racing while he was in the Air Force in the late 50's. In high school, he had played baseball and football and was all-state twice in both sports in Massachusetts. He spent a year after graduation at Dean Junior College.

In the Air Force, he was stationed at San Antonio, Texas and was playing baseball. He pitched and played the outfield. While in the Service, he began his racing career. His first race, which came in the Hobby Division, was anything but a success. He did make the feature event but got lapped so many times, he felt like he wasn't moving on the quarter-mile dirt track at Corpus Christi, Texas.

Give up? Hardly! Bugs came back and before the year was over, he had won eight feature races and was the track champion. After his discharge from the Air Force, he stayed in the southwest for a short while before returning home to Massachusetts in the early sixties. He worked for an insurance company, checking over automobiles that were involved in accidents. He also kept his racing career going. He ran at the Seekonk Speedway, occasionally running the bigger shows. He won the title at Seekonk in 1965 and decided to join NASCAR in 1966.

His first year, he came close to winning the Modified title, losing out to Ernie Gahan. He won track titles that year at Stafford and Thompson, Conn. along with Norwood Arena where he won his first race in NASCAR. Len Boehler was his business partner and chief mechanic. Late in the year at Martinsville in the time trials for the Cardinal 300, Bugs topped the 80 miles per hour mark on a single lap, the first time anyone in the Modified Division ever did this at Martinsville.

In 1967, Bugs took the first of three titles with 8,207 points.

Don MacTavish was runner-up but was 1,261 off the pace. Bugs, early in the year, had an opportunity to do some Grand National racing but turned it down. Early in the year, he got a call from Ralph Moody. Ford had a car but no driver. Bugs turned it down because he had just opened an auto wrecking business and had sunk just about everything he had into it. At the time, Bugs thought it was important to stay home with his family, keep the business going and just race the Modifieds.

David Pearson got the ride and today Bugs kicks himself for not having taken the ride. The 1967 season saw Bugs get off to a slow start. He hadn't won a race through April and was in fourth place, 800 points off the pace. Starting May 12th, he got hot and no one could stop him. He won ten races the rest of the year and finally took the lead in points in July and led for the balance of the season. Bugs was also the track champ that season at Catamount Stadium in Milton, Vermont.

Bugs captured his second title in 1968 with 6,352 points, almost 2,000 more than Fred DeSarro. Bugs was the state champion in Connecticut and he also won track titles at Stafford Springs and New Thompson, Conn. Bugs won 29 races that year and he also won his first at Martinsville. He won the Dogwood 300. In the beginning of the year, Bugs had no thoughts of running for the title but they were doing so well winning races and rolling up the points that they went after it. Everything just fell in place.

Bugs made it three in a row in 1969 and that year, just like 1968, they had no intention of running for the title. Although he did not lead the point standings in the early part of that campaign, he was close to the leaders. In the next to last race of the season, the Thompson 500 at Thompson, Conn., Bugs overtook Jerry Cook in the standings to take first place for good. The following week, he finished second to Ray Hendrick in the Cardinal 500 at Martinsville to wrap up his third consecutive title. For the year, Bugs started 68 races and won 20 of them. He lost only one engine all year, a credit to Boehler's masterful skills. One of his twenty wins that year was a 100-lapper in

September at Martinsville. Bugs was also the Connecticut state champ and was the track champion at Thompson.

Bugs did not go for the title in 1970. He did win 17 races for the season but was sixth in the standings as Fred DeSarro won his first title. Bugs did some Grand National racing that year. He entered the World 600 in a Plymouth and finished sixth. He was Rookie of the Race. Bugs also ran the Dixie 500 at Atlanta and the Southern 500 at Darlington but dropped out of both races with mechanical problems. Bugs had no money behind him and the venture into Grand National racing came to an end.

Returning to the Modified Division full time in 1971, Bugs made quite a bit of news early in the season. He left the car he had driven to three titles, with Boehler as his mechanic. He switched over to the car that DeSarro won with the previous season. This caused a big story in the same respect that Richard Petty caused when he left Plymouth for a year to drive a Ford. As it turned out, DeSarro took over the car that Bugs drove. Bugs was third to Champ Cook in the 1971 point standings. DeSarro was second. Bugs won the Connecticut state title plus a track title at Stafford. He was runner-up at Thompson. Bugs, for the first time that year, was voted the most popular driver in the Modified Division by the fans, a feat repeated last season.

Bugs moved up one notch in the point standings last year but Cook was again the champion. Bugs captured two races last year at Martinsville, winning the Dogwood classic and a 100 lapper in April. The Dogwood race saw Bugs starting from the tenth position but he carefully worked his way up to lead which he grabbed on lap 203 from Hendrick. He led the rest of the way, holding off Hendrick, Mike Loescher and DeSarro. Bugs said that Martinsville Speedway is a real challenge.

"It has the long chutes with narrow corners and tight turns. You have to use your head and judge your braking. It is a type of track you have to be very cautious on but running," Stevens said.

He twice had been leading but lost his brakes in past years. This knocked him out of the race.



Bugs always comes on strong on this track when he has his brakes.

Bugs also made his debut in road racing last year. His first and only appearance to date came in the season opener Trans American race for sports sedans at Lime Rock Park, Conn. This series had opened up in 1967 and for four years had great help from the factories. Then in 1971, most of the factories were gone and so were the big name drivers. In 1972, all the factories had pulled out their support. There were no big names at all except for George Follmer. Lime Rock got a ride for Bugs but it was the same story as it had been two years earlier in Grand National racing. He blew four engines in practice and dropped another in the race on the seventh lap of the 1.9 mile road course.

As for 1973, Bugs would like to go for the title and deep down in his heart, he will be going for his fourth championship. Cook is in a position to win it a third consecutive time. If he does try for a third title, Bugs will be trying his best not only to win the title but to stop Cook's streak. The competition will be as tough in '73 as it has been in other years but you can be safe in saying that Bugs will be up there with the leaders.



Grant Adcox



Johnny Allen



Carl Allred



Wayne Andrews



Sam Ard



Chuck Arnold



Earl Arnold



Lloyd Ashby



Lou Austin



Ron Barcomb



Ed Bauguess



Bubba Beck



Clyde Belton



Gene Bergin



Max Berrier



Tony Bettenhausen, Jr.



Doc Blanchard



Maurice Blayton



Geoff Bodine



Tommy Bostick



Ronnie Bouchard



Mel Bradley



Bill Bridgers



R. E. Brim



Russell Brim



Ralph Brinkley

# BUGS FLIES IN DOGWOOD 500 CLASSIC; HUTCHINS ROMPS HOME IN SPORTSMAN

The Bugs flew again and everything was "Sonny."

Corny, but that pretty well sums up the \$29,610 Dogwood 500 Classic double-header run on Sunday, March 19, 1972 at Martinsville Speedway.

Carl "Bugs" Stevens of Rehoboth, Mass., blazed his way to victory in the 250-lap NASCAR National Championship Modified race and Sonny Hutchins of Richmond, Va., took the 250-lap NASCAR National Championship Late Model Sportsman event as a record crowd of 23,000 watched.

It was Stevens' first victory on this .525-mile track since he won a 100-lapper in 1969 and sent him winging toward the 1972 national championship with 350 points. Stevens captured the crown in 1967, 1968 and 1969 and is the only driver to win it three times.

But it wasn't easy. Stevens had to work hard for his \$2,400 and grandfather clock-trophy. He started in tenth place behind pole winner and 1970 modified champ Fred DeSarro of Hope Valley, R.I. It took Stevens 203 laps to work his way to the front but once he got there, the John Koszela, Jr., Chevrolet outdistanced Mike Loescher of Rochester, N.Y., in a Corvair, DeSarro and Ray Hendrick of Richmond, Va., a 14-time career winner here. All four drivers finished in the same lap.

Stevens took the lead from Hendrick on the 203rd lap after the last caution flag of the day bunched the traffic on lap 189 following a spinout.

Stevens and Hendrick played cat and mouse from lap 193 until the Bugs finally got around him coming off the fourth turn as Hendrick slipped a little.

In all, there were nine caution flags for 52 laps and eight lead changes among six drivers. Hendrick led a total of 71 laps. Ed Flemke of Southington, Conn., was in front for 60 laps; Stevens led 48, DeSarro 43, Lou Lazzaro of Utica, N.Y. 16 and Gene Bergin of Enfield, Conn. 12.

It took Stevens 1 hour, 52 minutes and 49 seconds to go the distance at the record average speed of 69.877 miles per hour, smashing the mark of 59.384 miles per hour set last spring by Bernie Miller of Canastota, N.Y.

Stevens felt he could run with most anyone but DeSarro, who lost two laps early with a flat tire and Bergin, who went out with a broken valve while leading the race. "Those two were really running," Stevens said. "They were fast out there. I'd just look out and watch them roll by."

During his bumper-to-bumper duel with Hendrick, Stevens felt it was only a matter of time until he moved in front. "I ran right with him but I couldn't get around him," Stevens said. "But he had a tire smoking. I signalled him that it was smoking and I knew if I was patient enough, I would get in front of him."

Stevens said his strategy was to finish the race and not try to set a hot pace which he has done here before when he also won the Dogwood 300 in 1968. "We ran 10 laps in practice yesterday and had brake problems," Stevens said. "We figured to have more today. I ran as fast as I could all day but I didn't go wild. I just set my own pace. I had Ray set up a few times to pass him but I just couldn't do it. He would cut me off in the corners. We both go through them the same way."

He had a little trouble with the late afternoon sun in the third turn in addition to his brakes. "I would look out the side window up there instead of the windshield," Stevens said. "And it's a funny feeling when you push that peddle all the way down and nothing happens. When those things are working right, they want to lock up and go in the grandstand and take a seat."

Defending Dogwood 500 champion Bernie Miller of Canastota, N.Y., finished fifth, one lap behind as did Charlie Jarzombek of Long Island, N.Y., and Richie Evans of Rome, N.Y. Young Geoff Bodine of Chemung, N.Y., was eighth in his first start at Martinsville.

Hutchins, the bearded restaurant owner from Richmond, scored his second straight win here after taking the sportsman event in last fall's Cardinal 500 and his third over-all, including a 100-lapper in 1967.

Like Stevens, he earned \$2,500, 350 national championship

points and a grandfather clock, out of the total purse of \$29,610. Hutchins drove a new Chevelle owned by former Richmond promoter Emanuel Zervakis, a two-time winner here before he retired.

He made it look easy against a highly-competitive field that saw only a .62 of a second separating the top 20 qualifiers. He started on the pole and with the exception of a pit stop on the 151st lap for fuel, easily outdistanced the field. There were only two lead changes in the race.

When Hutchins went into the pits, Jimmie Hensley of Martinsville put his Chevelle in front for eight laps before Hutchins moved back to the front on lap 159 and set the pace for the remainder of the event.

Hensley finished in the same lap with Hutchins while Al Grinnan of Fredericksburg was third, Bill Dennis of Glen Allen, Va., fourth and Lennie Pond of Ettrick, Va., fifth, all a lap off the pace. Hendrick, the defending Dogwood sportsman champ, was sixth, two laps behind. Like the winner, they all drove Chevilles.

In all, there were eight caution flags for 56 laps and Hutchins ride took him two hours, 2 minutes and 15 seconds for an average speed of 64.485 miles per hour.

"It was a lot easier than I expected," Hutchins said. "But I didn't have any real problems. I did have a few brake problems after about 125 laps but I was never without brakes."

"The car really wasn't running good," Hutchins said, much to the amazement of everyone. "Well, it didn't run as perfectly as we would have liked," he noted. "It made us use the brakes a little. And we had a bad tire on the rear and that's what made us take the two pit stops, so we wouldn't lose a lap."

That pit stop, one for gas and the other for a new tire under caution, was the only time Hutchins lost the lead.

"Here at Martinsville you've got to have a little of both power and handling. It was handling as good as the rest of them but it just wasn't as good as we wanted. I guess the power did help make up for the handling. It was running strong. I didn't think it was going to be this easy but I guess I would have had it if anybody had been pressing me.

"I was running it as fast and as safely as I could there at the end. I just didn't want to make any slips there near the end."

He didn't.

The awards for the best appearing cars went to Lennie Pond of Petersburg, Va., for the Competitive Racing, Inc., Chevelle in the Late Model Sportsman Division and to Gene Bergin of Enfield, Conn., for the Richard Armstrong Pinto in the Modified Division.



Miss Virginia (left) and Miss Martinsville-Henry County greet Carl "Bugs" Stevens and Sonny Hutchins in Victory Lane.

# 1972 DOGWOOD 500

RESULTS OF THE DOGWOOD 500 CLASSIC NASCAR NATIONAL CHAMPIONSHIP LATE MODEL SPORTSMAN RACE, SUNDAY, MARCH 19, 1972, MARTINSVILLE SPEEDWAY

FIN. POS.	CAR. NO.	ST. POS.	DRIVER AND HOMETOWN	TYPE CAR	LAPS	MONEY	RUNNING OR REASON OUT
1.	01	1	Sonny Hutchins, Richmond, Va.	Chevelle	250	\$2,500	Running
2.	63	4	Jimmie Hensley, Martinsville, Va.	Chevelle	250	1,250	Running
3.	43	27	Al Grinnan, Fredericksburg, Va.	Chevelle	249	980	Running
4.	7	15	Bill Dennis, Glen Allen, Va.	Chevelle	249	600	Running
5.	1	9	Lennie Pond, Petersburg, Va.	Chevelle	249	550	Running
6.	11	22	Ray Hendrick, Richmond, Va.	Chevelle	248	425	Running
7.	27	3	Bosco Lowe, Fletcher, N.C.	Chevelle	248	300	Running
8.	22	7	Paul Radford, Ferrum, Va.	Chevelle	247	270	Running
9.	17	8	Kent Fogleman, Durham, N.C.	Chevelle	246	260	Running
10.	43	29	Grant Adcox, Chattanooga, Tenn.	Chevelle	245	275	Running
11.	33	13	Mel Bradley, Richmond, Va.	Chevelle	244	240	Running
12.	56	23	Bob Pressley, Asheville, N.C.	Chevelle	242	280	Running
13.	65	19	Charlie Wierman, Stewartstown, Pa.	Chevelle	240	220	Running
14.	54	40	Carl Allred, High Point, N.C.	Chevelle	240	235	Running
15.	98	33	Bryant Wallace, Harrisburg, N.C.	Comet	240	225	Running
16.	26	31	David Goltz, Foxboro, Mass.	Chevelle	236	220	Running
17.	47	39	Bruce Warren, Virginia Beach, Va.	Chevelle	228	215	Running
18.	9	16	Joe Westerman, Baltimore, Md.	Chevelle	227	185	Wrecked
19.	41	18	Randy Hutchison, Newport News, Va.	Chevelle	220	180	Wrecked
20.	57	35	Hollis Tabor, Bluefield, W. Va.	Ford	216	200	Running
21.	92	34	Dave Dion, Hudson, N.H.	Torino	212	195	Running
22.	30	37	Joe Hendricks, Hampton, Va.	Chevelle	203	185	Running
23.	36	28	John Rosati, Agawam, Mass.	Ford	181	190	Oil Pressure
24.	66	32	Bob Wilcher, Silver Spring, Md.	Chevelle	176	180	Oil Pump
25.	10	6	Jack Ingram, Asheville, N.C.	Chevelle	161	150	Eng. Failure
26.	60	2	Jimmy Griffin, Eden, N.C.	Chevelle	144	145	Running
27.	03	26	Tony Bettenhausen, Jr., Houston, Tex.	Chevelle	142	180	Oil Pressure
28.	00	38	Frankie Burnham, South Mills, N.C.	Chevelle	137	160	Brakes
29.	12	17	Max Berrier, Winston-Salem, N.C.	Chevelle	128	130	Brakes
30.	96	21	Don Miller, Winston-Salem, N.C.	Chevelle	94	200	Eng. Failure
31.	4	5	Tommy Ellis, Richmond, Va.	Chevelle	94	120	Brakes
32.	04	14	Ted Hairfield, Richmond, Va.	Chevelle	85	115	Overheating
33.	0	20	Hank Thomas, Winston-Salem, N.C.	Chevelle	84	110	Brakes
34.	16	12	Jimmy Mairs, Oxen Hill, Md.	Chevelle	80	105	Brakes
35.	88	11	Monk Tate, Ruffin, N.C.	Chevelle	79	100	Not Handling
36.	52	36	Wayne Johnson, Eden, N.C.	Chevelle	58	120	Oil Pressure
37.	05	30	Joe Thurman, Rocky Mount, Va.	Chevelle	58	115	Oil Pressure
38.	97	10	Red Farmer, Hueytown, Ala.	Ford	54	285	Head Gasket
39.	45	25	Donald Worley, Rocky Mount, Va.	Chevelle	32	120	Wrecked
40.	32	24	John Linville, Kernersville, N.C.	Chevelle	15	125	Wrecked

TIME OF RACE: 2 Hours, 2 Minutes, 15 Seconds.

AVERAGE SPEED: 64.485 miles per hour

FASTEST QUALIFIER: Sonny Hutchins, Richmond, Va., Chevelle, 22.90 seconds, 82.632 miles per hour

RESULTS OF THE DOGWOOD 500 CLASSIC NASCAR NATIONAL CHAMPIONSHIP MODIFIED RACE, SUNDAY, MARCH 19, 1972, MARTINSVILLE SPEEDWAY.

FIN. POS.	CAR. NO.	ST. POS.	DRIVER AND HOMETOWN	TYPE CAR	LAPS	MONEY	RUNNING OR REASON OUT
1.	15	10	Carl "Bugs" Stevens, Rehoboth, Mass.	Chevrolet	250	\$2,400	Running
2.	87	31	Mike Loescher, Rochester, N.Y.	Corvaire	250	1,275	Running
3.	3	1	Fred DeSarro, Hope Valley, R.I.	Chevrolet	250	1,050	Running
4.	11	16	Ray Hendrick, Richmond, Va.	Camaro	250	600	Running
5.	41	26	Bernie Miller, Canastota, N.Y.	Chevrolet	249	490	Running
6.	71	17	Charlie Jarzombek, Long Island, N.Y.	Chevrolet	249	350	Running
7.	61	3	Richie Evans, Rome, N.Y.	Chevrolet	249	300	Running
8.	99	9	Geoff Bodine, Chemung, N.Y.	Valiant	248	270	Running
9.	4	5	Lou Lazzaro, Utica, N.Y.	Chevrolet	248	260	Running
10.	23	15	George Hewitt, Uncasville, Conn.	Chevrolet	248	250	Running
11.	35	30	Ronnie Bouchard, Fitchburg, Mass.	Chevrolet	248	265	Running
12.	45	11	Donald Worley, Rocky Mount, Va.	Plymouth	247	230	Running
13.	97	20	Andy Romano, Johnstown, N.Y.	Valiant	247	220	Running
14.	50	22	Denis Giroux, Montreal, Quebec	Chevrolet	247	285	Running
15.	38	6	Jerry Cook, Rome, N.Y.	Falcon	246	400	Running
16.	73	37	Harold Martin, Collinsville, Va.	Ford	244	220	Running
17.	57	13	John Bryant, Bassett, Va.	Chevrolet	243	190	Running
18.	47	39	Jerry Iul, Sanborn, N.Y.	Ford	239	210	Running
19.	85	14	Bobby Turner, Sanford, Maine	Chevrolet	238	180	Running
20.	22	27	Billy Hensley, Ridgeway, Va.	Plymouth	237	205	Running
21.	55	35	Bill Harman, Niantic, Conn.	Pontiac	235	195	Running
22.	88	40	Ray Sitterly, Amsterdam, N.Y.	Pinto	232	190	Running
23.	26	2	Jimmie Hensley, Martinsville, Va.	Chevrolet	221	160	Oil Pressure
24.	53	25	Melvin Swisher, Kernersville, N.C.	Plymouth	203	195	Running
25.	32	19	Dave Lape, Fort Plain, N.Y.	Camaro	200	150	Running
26.	09	23	Bob Santos, Millis, Mass.	Chevrolet	179	195	Running
27.	1	4	Gene Bergin, Enfield, Conn.	Pinto	174	240	Eng. Failure
28.	48	24	Marcel Coriveau, Quebec, Canada	Chevrolet	144	185	Running
29.	42	7	Ed Flemke, Southington, Conn.	Pinto	136	130	Valve
30.	94	38	Maynard Forette, Amsterdam, N.Y.	Chevrolet	99	150	Transmission
31.	07	28	Jimmy Griffin, Eden, N.C.	Chevrolet	7	150	Wreck
32.	34	12	Jean Paul Cabana, Montreal, Canada	Chevrolet	71	115	Transmission
33.	98	36	Frank Curtis, Southampton, N.Y.	Chevrolet	69	135	Transmission
34.	40	32	Ray Miller, East Granby, Conn.	Mustang	58	130	Handling
35.	29	34	Ronald Wyckoff, New Britain, Conn.	Chevrolet	52	125	Clutch
36.	92	33	Joe Thurman, Rocky Mount, Va.	Chevrolet	52	130	Axle
37.	17	29	Bob Brunell, Peru, N.Y.	Gremlin	50	115	Overheating
38.	19	21	Ed Yerrington, N. Stonington, Conn.	Chevrolet	45	160	Bkn. Spring
39.	12	18	Max Berner, Winston-Salem, N.C.	Dodge	28	80	Eng. Failure
40.	0	8	Paul Walton, High Point, N.C.	Chevrolet	22	75	Eng. Failure

TIME OF RACE: 1 Hour, 52 Minutes, 49 Seconds.

AVERAGE SPEED: 69.877 miles per hour (record). Old record was 59.384 mph, set by Bernie Miller, Canastota, N.Y., Chevrolet, 1971 Dogwood 500.

FASTEST QUALIFIER: Fred DeSarro, Hope Valley, R.I., Chevrolet, 21.68 seconds, 87.269 mph (record). Broke his old Dogwood record of 87.188 mph.

## 1972 NASCAR National Late Model Sportsman Standings

1. Jack Ingram, Asheville, N.C.	6,998	11. Bosco Lowe, Fletcher, N.C.	3,058
2. Tony Bettenhausen, Jr., Houston, Texas	5,348	12. Ron Barcomb, Colchester, Vt.	2,959
3. Jimmy Hensley, Martinsville, Va.	4,588	13. Bob Pressley, Asheville, N.C.	2,940
4. John Rosati, Agawam, Mass.	4,226	14. Eddie MacDonald, Jr., Tifton, Ga.	2,876
5. Grant Adcox, Hixson, Tenn.	4,091	15. Sam Sommers, Savannah, Ga.	2,847
6. Tom Tiller, Essex Junction, Vt.	4,078	16. Darrell Waltrip, Franklin, Tenn.	2,735
7. Benny Kerley, Hiddenite, N.C.	3,787	17. Rance Phillips, Waycross, Ga.	2,644
8. Jean Paul Cabana, Beloeil, Que., Canada	3,535	18. George Esau, San Diego, Calif.	2,553
9. Bob Dragon, Milton, Vt.	3,334	19. Dan Bridges, Plattsburg, N.Y.	2,538
10. L.D. Ottinger, Newport, Tenn.	3,211	20. Stub Fadden, North Haverhill, N.H.	2,467

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## NASCAR NATIONAL SPORTSMAN CHAMPIONS THROUGH THE YEARS

1972	Jack Ingram, Asheville, N.C.	(Tie)	Dick Nephew, Mooers Forks, N.Y.
1971	Red Farmer, Hueytown, Ala.	1960	Bill Wimble, Lisbon, N.Y.
1970	Red Farmer, Hueytown, Ala.	1959	Rick Henderson, Petaluma, Calif.
1969	Red Farmer, Hueytown, Ala.	1958	Ned Jarrett, Newton, N.C.
1968	Joe Thurman, Rocky Mount, Va.	1957	Ned Jarrett, Newton, N.C.
1967	Pete Hamilton, Dedham, Mass.	1956	Ralph Earnhardt, Kannapolis, N.C.
1966	Don MacTavish, Dover, Mass.	1955	Billy Myers, Germantown, N.C.
1965	Rene Charland, Agawam, Mass.	1954	Danny Graves, Gardena, Calif.
1964	Rene Charland, Agawam, Mass.	1953	Johnny Roberts, Baltimore, Md.
1963	Rene Charland, Agawam, Mass.	1952	Mike Klapak, Warren, Ohio
1962	Rene Charland, Agawam, Mass.	1951	Mike Klapak, Warren, Ohio
1961	Bill Wimble, Lisbon, N.Y.	1950	Mike Klapak, Warren, Ohio

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Doug Chester



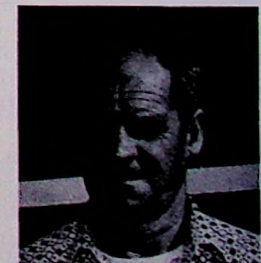
Vern Chevalier



Melvin Chilton



Leo Cleary



John Cleek

## SPRING 100-LAP MODIFIED RACE

# BUGS STEVENS: A LOUSY RACE HANDICAPPER BUT ONE HECK OF A MODIFIED RACE DRIVER



Speedway president H. Clay Earles presents Carl "Bugs" Stevens with his trophy and a Confederate flag as Union 76 RaceStoppers Doshia Wall (left) and Bonnie Leigh share in the ceremonies.

As a race handicapper Carl "Bugs" Stevens of Rehoboth, Mass., must be the worst in the world. But as a modified driver, he certainly is one of the best.

"There's no way I'm going to win that race," Stevens moaned prior to the 100-lap NASCAR National Championship Modified Race Saturday, April 29, 1972 at Martinsville Speedway. "We're having chasis problems."

It must not have taken him long to correct them. Stevens held off flying Gene Bergin of Enfield, Conn., in the closing laps to win the 100-lapper, worth \$600 and 125 NASCAR national championship points.

Stevens drove the Sonny Koszela Chevrolet while Bergin was in the hot Pinto to earn \$650, \$50 more than the winner because he picked up an extra \$150 in the time trials.

Bergin was on Stevens' bumper at the finish while also winding up in the same lap with the duo were Jerry Cook of Rome, N.Y., in a Falcon, Max Berrier of Winston-Salem, N.C., in a Dodge and Gerald Compton of Martinsville, Va., in a Plymouth.

The race had an inverted start with the fastest qualifiers in the rear and Stevens had to fight his way from the 20th starting position in the 27-car field for his fourth victory on this .525-mile track and his second in a row after taking the modified half of last month's Dogwood 500 Classic.

Stevens averaged 65.106 miles per hour and went the 100 laps in 48 minutes and 26 seconds despite three caution flags for 24 laps. There were three lead changes among four drivers.

Bill Cooley of Mount Airy, N.C., led the first 11 laps in a Plymouth, while Bill Harman of Niantic, Conn., was in front for one lap in a Chevrolet. Joe Thurman of Rocky Mount, Va., led four laps in a Chevrolet before Stevens, a

three-time NASCAR National Modified champion, pushed his way in front to stay on the 17th lap.

Six-time Martinsville winner Perk Brown of Eden, N.C., came out of a two-year retirement to run in the 25th anniversary race but his hopes of victory ended in a flaming crash on the fourth turn on the 43rd lap. He was not injured.

Brown, who claims his age is 39 (the same number of races he has won at Bowman Gray Stadium in Winston-Salem, N.C.) and is more like 47, showed his years of experience in this mishap.

With the crowd of 5,500 on its feet in apprehension of the flames, Brown calmly climbed from his wrecked machine with a fire extinguisher and put out the blaze even before the speedway fire trucks arrived on the scene.

Stevens always is a threat at Martinsville and the next time he says he has no chance of winning, forget it.

He's a lousy prognosticator.

But he sure is one heck of a race driver.

### RESULTS OF THE 100-LAP NASCAR NATIONAL CHAMPIONSHIP MODIFIED RACE, SATURDAY, APRIL 29, 1972, MARTINSVILLE SPEEDWAY.

FIN. POS.	CAR NO.	ST. POS.	DRIVER AND HOMETOWN	TYPE CAR	LAPS	MONEY	POINTS
1.	15	20	Carl "Bugs" Stevens, Rehoboth, Mass.	Chevrolet	100	\$600	125
2.	1	25	Gene Bergin, Enfield, Conn.	Pinto	100	650	120
3.	38	23	Jerry Cook, Rome, N.Y.	Falcon	100	650	115
4.	12	24	Max Berrier, Winston-Salem, N.C.	Dodge	100	400	110
5.	8	17	Gerald Compton, Martinsville, Va.	Plymouth	100	200	105
6.	52	14	Wayne Johnson, Eden, N.C.	Chevrolet	99	150	100
7.	22	18	Billy Hensley, Ridgeway, Va.	Chevrolet	99	140	95
8.	29	12	Joe Thurman, Rocky Mount, Va.	Chevrolet	99	130	90
9.	0	10	Hank Thomas, Winston-Salem, N.C.	Chevrolet	98	120	85
10.	26	21	Jimmie Hensley, Martinsville, Va.	Chevrolet	98	110	80
11.	14	9	Wayne Lambeth, Winston-Salem, N.C.	Chevrolet	95	100	75
12.	25	7	Bill Harman, Niantic, Conn.	Chevrolet	93	95	70
13.	89	1	Bill Cooley, Mount Airy, N.C.	Plymouth	93	90	65
14.	5	3	Steve Ervin, Winston-Salem, N.C.	Chevrolet	90	85	60
15.	17	2	Herman Blevins, Galax, Va.	Chevrolet	88	80	55
16.	49	4	Ernie Faust, Winston-Salem, N.C.	Chevrolet	85	75	50
17.	3	26	Fred DeSarro, Hope Valley, R.I.	Chevrolet	54	275	45
18.	2	22	Perk Brown, Eden, N.C.	Dodge	43	100	40
19.	40	11	Lonnie Frazier, Martinsville, Va.	Chevrolet	37	75	35
20.	21	5	Toby Nolen, Vinton, Va.	Chevrolet	25	75	30
21.	98	8	Bubba Beck, Lexington, N.C.	Chevrolet	25	59	25
22.	36	16	Melvin Chilton, Eden, N.C.	Corvaire	24	50	20
23.	6	27	Paul Walton, High Point, N.C.	Chevrolet	14	50	15
24.	69	6	Gerald Robertson, Winston-Salem, N.C.	Chevrolet	0	50	10
25.	57	13	John Bryant, Bassett, Va.	Dodge	0	50	5
26.	41	15	Bernie Miller, Canastota, N.Y.	Chevrolet	0	50	5
27.	00	19	Lloyd Ashby, Martinsville, Va.	Chevrolet	0	50	5

**FASTEST QUALIFIER:** Fred DeSarro, Hope Valley, R.I., Chevrolet, 21.640 seconds, 87.430 miles per hour. (The race had an inverted start with the fastest cars in the rear.)

**TIME OF RACE:** 48 minutes, 26 seconds

**AVERAGE SPEED:** 65.106 miles per hour, (not a record). Record is 71.369 mph, held by Ray Hendrick of Richmond, Va.

LAP LEADERS			CAUTION FLAGS			
CAR NO.	LAP-LAP	TOTAL	NO.	LAP-LAP	TOTAL	REASON
89	1-11	11	1	2-11	10	69 wreck 1st turn
25	12	1	2	28-33	6	21 wreck 2nd turn
29	13-16	4	3	45-52	8	2 wreck 4th turn
15	17-100	84	There were 3 caution flags for 24 laps.			

Note: Bergin received more money than the winner because he earned \$150 in time trials, while Cook received \$200 as champion and \$50 for time trials.

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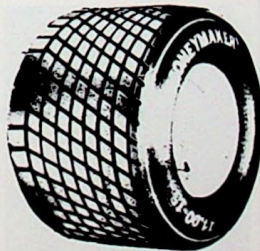
SUPERIOR & CRAGAR WHEELS



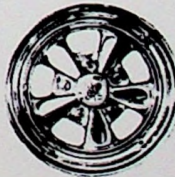
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Bill Dennis



Fred DeSarro



Pete Dias



Dave Dion



Bob Dobyns



John Dodd, Jr.



Ray Eanes



Tommy Ellis



Richie Evans



Nutsy Fagan



Ray Fanning



Red Farmer



Paul Radford poses in victory circle with Miss Winston Cup and car owner Clarence Pickurel.

## GREMLIN GETS IT

# PAUL RADFORD PILOTS "MISCHIEVOUS ELF" TO VICTORY IN FALL 100-LAP MODIFIED

According to the dictionary, a Gremlin is a mischievous elf. And, baby, they're not kidding.

Paul Radford of Ferrum, Va., took his mischievous elf, a modified one at that, and simply blew everyone off the track Saturday (September 23, 1972) in winning the 100-lap NASCAR National Championship Modified race before a crowd of 5,000 fans at Martinsville Speedway.

The car, a beautiful white one owned by Clarence's Steakhouse of Ridgeway, Va., won the pole position against a tough field and led all the way in the 100-lap battle on this demanding .525-mile track.

Radford didn't break the qualifying record, he butchered it. The old mark was 21.494 seconds and a speed of 88.024 miles per hour which had stood since 1969 when Jerry Cook of Rome, N.Y. set it in a modified Chevrolet Coupe.

Radford, using Clarence Pickurel's car that was appearing in its first race, turned the newly-paved track in 20.482 seconds for a record speed of 92.373 miles per hour. And when he set sail in the race, only Ray Hendrick of Richmond, Va., who was driving the Richard Armstrong Pinto, gave him a tough battle before falling out.

The Ferrum flash went the distance in an even 40 minutes despite three caution flags and averaged a record 78.833 miles per hour, breaking Hendrick's old mark by over seven miles an hour. Bobby Allison of Hueytown, Ala., drove the Jack Tant Camaro formerly driven by Hendrick but was sidelined with mechanical trouble.

Finishing in the same lap with Radford, who earned \$1,000 and 125 championship points, were Denis Giroux of Cohoes, N.Y., in a modified Chevrolet and national champion Cook in a modified Falcon.

It was the first win for Radford here since he took a 50-lapper in 1965.

FIN. POS.	CAR NO.	ST. POS.	DRIVER AND HOMETOWN	TYPE CAR	LAPS	POINTS	MONEY WON
1	26	1	Paul Radford, Ferrum, Va.	Gremlin	100	125	\$1,000
2	50	4	Denis Giroux, Cohoes, N.Y.	Chevrolet	100	120	750
3	38	7	Jerry Cook, Rome, N.Y.	Falcon	100	115	700
4	22	8	Billy Hensley, Ridgeway, Va.	Plymouth	98	110	300
5	15	6	Carl "Bugs" Stevens, Rehoboth, Mass.	Chevrolet	98	105	200
6	07	12	Hank Thomas, Winston-Salem, N.C.	Chevrolet	97	100	150
7	4	14	Roger Hill, Stuart, Va.	Chevrolet	96	95	140
8	40	23	Bob Wearing, Evans City, Pa.	Chevrolet	95	90	130
9	41	21	Bernie Miller, Canastota, N.Y.	Pinto	94	85	120
10	0	16	Paul Walton, High Point, N.C.	Chevrolet	94	80	110
11	37	20	Philip Smith, Kernersville, N.C.	Chevrolet	94	75	100
12	8	15	Ray Eanes, Martinsville, Va.	Chevrolet	92	70	95
13	91	27	Harold Martin, Collinsville, Va.	Falcon	89	65	85
14	49	28	Ernie Faust, Winston-Salem, N.C.	Chevrolet	85	60	80
15	27	33	Herman Blevins, Galax, Va.	Chevrolet	85	55	75
16	00	3	Gerald Compton, Martinsville, Va.	Chevrolet	83	50	75
17	89	30	Bill Cooley, Mount Airy, N.C.	Plymouth	83	45	75
18	52	18	Wayne Johnson, Eden, N.C.	Chevrolet	78	40	75
19	14	19	Wayne Lambeth, Winston-Salem, N.C.	Chevrolet	75	35	75
20	1	2	Ray Hendrick, Richmond, Va.	Pinto	74	30	75
21	53	17	Melvin Swisher, Kernersville, N.C.	Plymouth	67	25	50
22	51	24	R. E. Brim, Mount Airy, N.C.	Chevrolet	59	20	50
23	57	13	John Bryant, Bassett, Va.	Chevrolet	49	15	50
24	10	26	Finley Henderson, Winston-Salem, N.C.	Chevrolet	49	10	50
25	45	10	Satch Whorley, Rocky Mount, Va.	Plymouth	38	5	50
26	12	9	Max Berrier, Winston-Salem, N.C.	Dodge	38	5	50
27	11	5	Bobby Allison, Hueytown, Ala.	Camaro	32	5	50
28	69	29	Gerald Robertson, Winston-Salem, N.C.	Chevrolet	19	5	50
29	48	32	Roger Beshears, Winston-Salem, N.C.	Falcon	14	5	50
30	04	11	Perk Brown, Eden, N.C.	Pinto	11	5	50
31	25	22	Melvin Chilton, Eden, N.C.	Chevrolet	7	5	50
32	7	31	Earnest Palmer, Martinsville, Va.	Chevrolet	0	5	50
33	88	34	Vernon Lawson, Winston-Salem, N.C.	Chevrolet	DNS	5	50
34	98	25	Bubba Beck, Lexington, N.C.	Chevrolet	DNS	5	50



Ernie Faust



Bobby Fleming



Ed Flemke



Don Flynn



Kent Fogleman



Dick Fowler



Jerry Frazier, Jr.



Lonnie Frazier



Ernie Gahan



Harry Gant



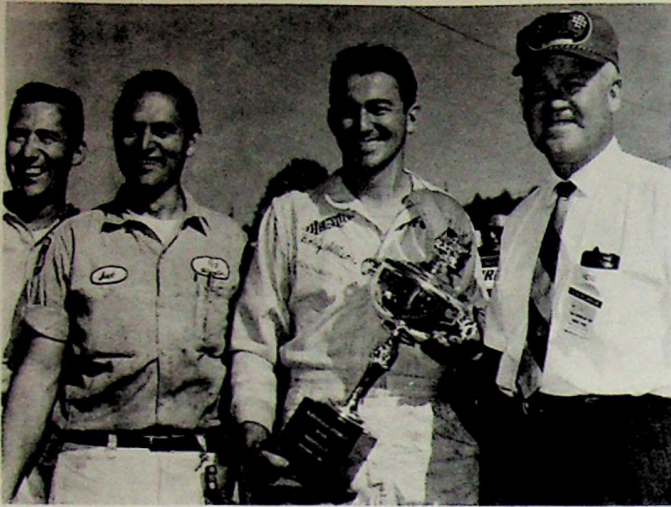
David Gaul



G. W. Gibson



Denis Giroux



**BOBBY ALLISON**  
1967 Fall 100



**DONNIE ALLISON**  
1967 Cardinal 300

**PAST**



**GLEN WOOD**  
1960 Fall 50

**WINNERS**



**JAMES HAYES**  
1966 Modified 300



**RED FOOTE**  
1962 Fall 50



**EMANUEL ZERVAKIS**  
1961 Spring 50  
1961 Fall 50



**PAUL RADFORD**  
1965 Fall 50  
1972 Fall 100



**PERK BROWN**  
1960 Spring 50 - 1962 Fall 50  
1963 Fall 50 — 1964 Spring 50  
1964 Fall 50 — 1965 Spring 50

# PAST



**JERRY COOK**  
1969 Dogwood 500  
1970 Fall 100

# WINNERS



**BILLY HENSLEY**  
1970 Spring 100



**BERNIE MILLER**  
1971 Dogwood 500 Modified



Carl "Bugs" Stevens  
 1968 Dogwood 300  
 1969 Fall 100  
 1972 Dogwood 500 Modified  
 1972 Spring 100



RAY HENDRICK  
 1963 Spring 50  
 1966 Spring 50  
 1966 Fall 100  
 1967 Dogwood 300  
 1968 Spring 100  
 1968 Cardinal 500  
 1969 Spring 100  
 1969 Cardinal 500 Modified  
 1970 Dogwood 500 Modified  
 1970 Spring 100 Modified  
 1970 Cardinal 500 Modified  
 1970 Cardinal 500 Sportsman  
 1971 Dogwood 500 Sportsman  
 1971 Spring 100

# PAST WINNERS



SONNY HUTCHINS  
 1967 Spring 100  
 1972 Cardinal 500 Sportsman  
 1972 Dogwood 500 Sportsman

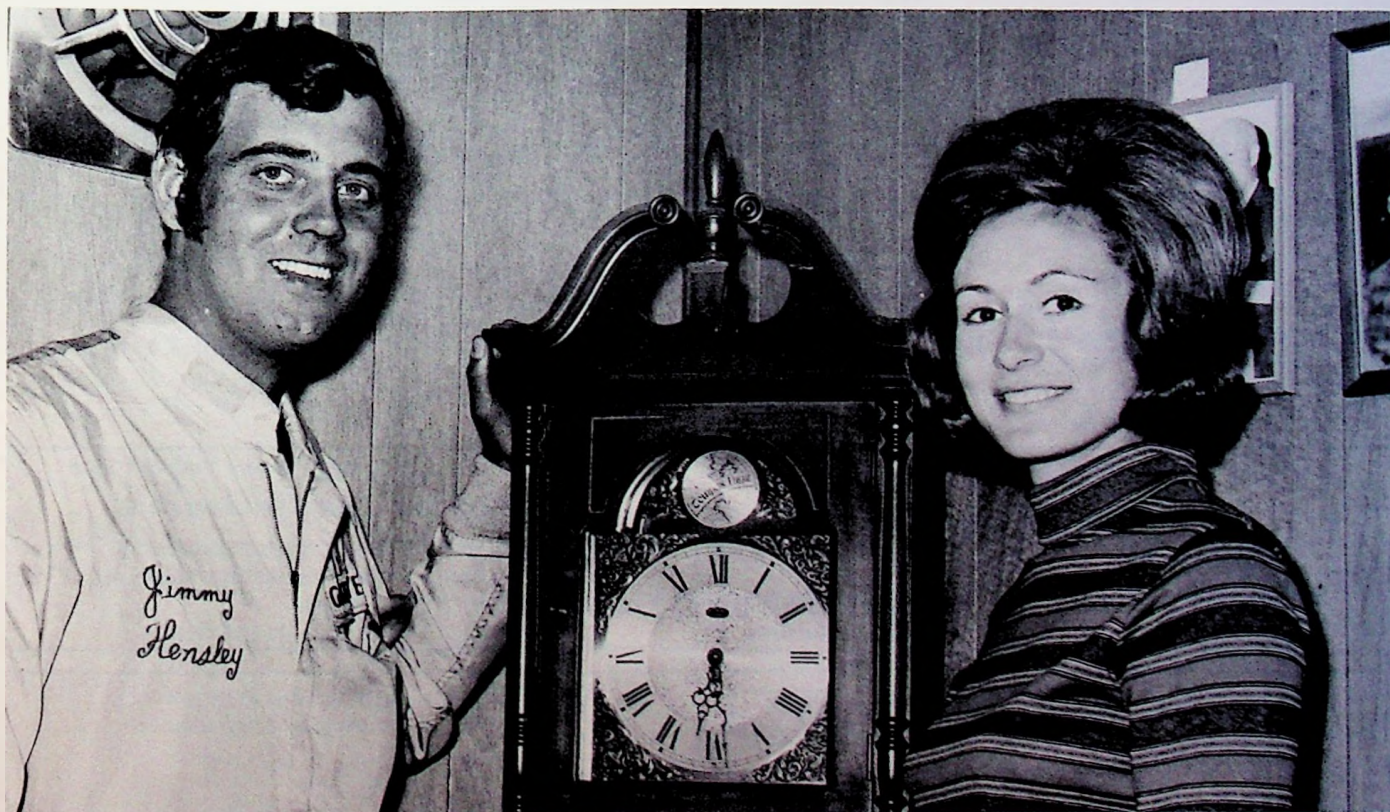


Fred De Sarro  
 1971 Fall 100  
 1971 Cardinal 500 Modified



Bob Santos  
1972 Cardinal 500 Modified

## PAST WINNERS



Jimmy Hensley  
1968 Fall 100 Modified  
1972 Cardinal 500 Late Model Sportsman

# DOGWOOD-CARDINAL 500 CLASSIC MODIFIED RECORDS

DISTANCE	DOGWOOD 500	CARDINAL 500
50 Laps 26.25 Miles	67.139 mph. Ed Flemke (1972) Pinto	67.092 mph. Richie Evans (1972) Pinto
100 Laps 52.50 Miles	64.288 mph. Ed Flemke (1972) Pinto	59.940 mph. Fred DeSarro (1970) Corvair
150 Laps 78.75 Miles	66.00 mph. Ray Hendrick (1972) Camaro	64.193 mph. Richie Evans (1972) Pinto
200 Laps 105 Miles	67.080 mph. Ray Hendrick (1972) Camaro	63.024 mph. Mike Loescher (1972) Corvair
250 Laps 131.25 Miles	69.877 mph. 1 Hour, 52 Min. 49 Sec. Carl "Bugs" Stevens (1972) Rehoboth, Mass. Chevrolet Coupe	61.500 mph. 2 Hours, 8 Min. 11 Sec. Bob Santos (1972) Millis, Mass. Chevrolet Coupe
	<b>QUALIFYING RECORDS</b> (Prior to 1973 Dogwood 500 Classic)	
	21.68 Seconds 87.269 mph. Fred DeSarro (1972) Hope Valley, R.I. Chevrolet Coupe	20.728 Seconds 91.277 mph. Richie Evans (1972) Rome, N.Y. Pinto

TRACK MODIFIED QUALIFYING RECORD - 20.482 seconds.  
92.373 miles per hour, set by Paul Radford, Ferrum, Va., Gremlin,  
September 23, 1972.

# DOGWOOD-CARDINAL 500 CLASSIC LATE MODEL SPORTSMAN RECORDS

DISTANCE	DOGWOOD 500	CARDINAL 500
50 Laps 26.25 Miles	71.074 mph. Ray Hendrick (1971) Chevelle	61.348 mph. Sonny Hutchins (1971) Chevelle
100 Laps 52.50 Miles	65.877 mph. Sonny Hutchins (1972) Chevelle	67.020 mph. Sam Sommers (1972) Ford
150 Laps 78.75 Miles	68.165 mph. Sonny Hutchins (1972) Chevelle	71.038 mph. Sonny Hutchins (1972) Chevelle
200 Laps 105 Miles	65.162 mph. Ray Hendrick (1971) Chevelle	70.728 mph. Jack Ingram (1972) Chevelle
250 Laps 131.25 Miles	65.214 mph. 2 Hours, 53 Seconds Ray Hendrick (1971) Chevelle	70.491 mph. 1 Hour 51 Min. 50 Sec. Jimmie Hensley (1972) Chevelle
	<b>QUALIFYING RECORDS</b> (Prior to 1973 Dogwood 500 Classic)	
	22.86 Seconds 82.764 mph. Bosco Lowe Fletcher, N.C. Chevelle 1971	22.85 Seconds 82.800 mph. Sonny Hutchins Richmond, Va Chevelle 1972

TRACK LATE MODEL SPORTSMAN QUALIFYING RECORD -  
22.85 Seconds, 82.800 miles per hour, set by Sonny Hutchins,  
Richmond, Va., 1968 Chevelle.

# MARTINSVILLE SPEEDWAY MODIFIED-SPORTSMAN WINNERS

YEAR	WINNER AND HOMETOWN	DISTANCE
1972-October	Jimmie Hensley, Martinsville, Va.	CARDINAL 500 Classic
1972-September	Bob Santos, Millis, Mass.	250 Laps Sportsman
1972-April	Paul Radford, Ferrum, Va.	250 Laps Modified
	Carl "Bugs" Stevens, Rehoboth, Mass.	100 Laps
1972-March	Sonny Hutchins, Richmond, Va.	100 Laps
	Carl "Bugs" Stevens, Rehoboth, Mass.	DOGWOOD 500 Classic
1971-October	Sonny Hutchins, Richmond, Va.	250 Laps Sportsman
1971-September	Fred DeSarro, Hope Valley, R.I.	250 Laps Modified
1971-April	Fred DeSarro, Hope Valley, R.I.	100 Laps
	Ray Hendrick, Richmond, Va.	100 Laps
1971-March	Ray Hendrick, Richmond, Va.	DOGWOOD 500 CLASSIC
	Bernie Miller, Canastota, N.Y.	250 Laps Sportsman
1970-November	Ray Hendrick, Richmond, Va.	250 Laps Modified
	Ray Hendrick, Richmond, Va.	CARDINAL 500 Classic
197-September	Jerry Cook, Rome, N.Y.	250 Laps Sportsman
1970-May	Billy Hensley, Ridgeway, Va.	250 Laps Modified
1970-April	Ray Hendrick, Richmond, Va.	100 Laps
1970-April	Ray Hendrick, Richmond, Va.	100 Laps
1969-November	Ray Hendrick, Richmond, Va.	500 Laps (Dogwood 500)
1969-September	Carl "Bugs" Stevens, Rehoboth, Mass.	500 Laps (Cardinal 500)
1969-April	Ray Hendrick, Richmond, Va.	100 Laps
1969-March	Ray Hendrick, Richmond, Va.	100 Laps
1968-November	Jerry Cook, Rome, N.Y.	500 Laps (Dogwood 500)
1968-September	Ray Hendrick, Richmond, Va.	500 Laps (Cardinal 500)
1968-April	Jimmie Hensley, Martinsville, Va.	100 Laps
1968-March	Ray Hendrick, Richmond, Va.	100 Laps
1967-October	Carl "Bugs" Stevens, Rehoboth, Mass.	300 Laps (Dogwood 300)
1967-September	Donnae Allison, Hueytown, Ala.	300 Laps (Cardinal 300)
1967-June	Bobby Allison, Hueytown, Ala.	100 Laps
1967-April	Ray Hendrick, Richmond, Va.	300 Laps (Dogwood 300)
1966-October	Sonny Hutchins, Richmond, Va.	100 Laps
1966-September	James Hayes, Norlina, N.C.	300 Laps (Modified 300)
1966-April	Ray Hendrick, Richmond, Va.	100 Laps
1965-September	Ray Hendrick, Richmond, Va.	50 Laps
1965-April	Paul Radford, Ferrum, Va.	50 Laps
1964-September	Perk Brown, Eden, N.C.	50 Laps
1964-April	Perk Brown, Eden, N.C.	50 Laps
1963-September	Perk Brown, Eden, N.C.	50 Laps
1962-September	Perk Brown, Eden, N.C.	50 Laps
1962-April	Red Foote, Norfolk, Va.	50 Laps
1961-September	Emanuel Zervakis, Richmond, Va.	50 Laps
1961-April	Emanuel Zervakis, Richmond, Va.	50 Laps
1960-September	Glen Wood, Stuart, Va.	50 Laps
1960-April	Perk Brown, Eden, N.C.	50 Laps

TRACK MODIFIED QUALIFYING RECORD - 20.482 seconds.  
92.373 miles per hour, set by Paul Radford, Ferrum, Va., Gremlin,  
September 23, 1972.

TRACK LATE MODEL SPORTSMAN QUALIFYING RECORD -  
22.85 seconds, 82.800 miles per hour, set by Sonny Hutchins,  
Richmond, Va., Chevelle, October 15, 1971.

100-LAP MODIFIED RACE RECORD - 40 Minutes, 78.833 miles per  
hour, set by Paul Radford, Ferrum, Va., Gremlin, September 23, 1972.  
TOTAL RACE WINNERS (45 Races) - Ray Hendrick 14, Perk Brown  
6, Carl "Bugs" Stevens 4, Sonny Hutchins 3, Jimmie Hensley 2, Paul  
Radford 2, Fred DeSarro 2, Jerry Cook 2, Emanuel Zervakis 2, Bernie  
Miller, Billy Hensley, Donnae Allison, Bobby Allison, James Hayes, Red  
Foote and Glen Wood.

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**GREEN**  
Start of Race



**YELLOW**  
Caution-Slow  
Hold Position



**BLACK**  
Pull Into Pits



**RED**  
Stop-Bad Wreck  
or Track Blocked



**BLUE-YELLOW**  
Move Over



**WHITE**  
One Lap To Go



**CHECKERED**  
Finish Of Race

**KEEP A LAP RECORD OF THE RACE**  
(Check The Scoreboard)

**MODIFIED RACE**

10 Laps	20 Laps	30 Laps	40 Laps	50 Laps
1.	1.	1.	1.	1.
2.	2.	2.	2.	2.
3.	3.	3.	3.	3.
4.	4.	4.	4.	4.
60 Laps	70 Laps	80 Laps	90 Laps	100 Laps
1.	1.	1.	1.	1.
2.	2.	2.	2.	2.
3.	3.	3.	3.	3.
4.	4.	4.	4.	4.
110 Laps	120 Laps	130 Laps	140 Laps	150 Laps
1.	1.	1.	1.	1.
2.	2.	2.	2.	2.
3.	3.	3.	3.	3.
4.	4.	4.	4.	4.
160 Laps	170 Laps	180 Laps	190 Laps	200 Laps
1.	1.	1.	1.	1.
2.	2.	2.	2.	2.
3.	3.	3.	3.	3.
4.	4.	4.	4.	4.
210 Laps	220 Laps	230 Laps	240 Laps	250 Laps
1.	1.	1.	1.	1.
2.	2.	2.	2.	2.
3.	3.	3.	3.	3.
4.	4.	4.	4.	4.

**1973 MARTINSVILLE SPEEDWAY SCHEDULE**

MARCH 25 – Dogwood 500 Classic Modified and Late Model Sportsman double-header.

APRIL 28 – 100-Lap NASCAR National Championship Modified Race.

APRIL 29 – Virginia 500 Winston Cup NASCAR Grand National race.

SEPTEMBER 29 – 100-Lap NASCAR National Championship Modified Race.

SEPTEMBER 30 – Old Dominion 500 Winston Cup NASCAR Grand National Race.

OCTOBER 28 – Cardinal 500 Classic Modified and Late Model Sportsman double-header.

For Free Color Brochure Write:  
Martinsville Speedway, Inc.  
P. O. Box 3311  
Martinsville, Va., 24112  
Telephone: (703) 956-3151

## DOGWOOD 500 CLASSIC MODIFIED ENTRIES

Car No.	Driver and Hometown	Type Car	Car Owner	Qualifying	
				Time	Speed
0	Gerald Compton, Martinsville, Va.	36 Chevrolet	Childress Heating & Ref.		
00	Jim Martel, Ipswich, Mass.	73 Pinto	Joe Brady		
01	Melvin Chilton, Eden, N.C.	72 Pinto	Willie Chilton		
1	Ray Hendrick, Richmond, Va.	73 Pinto	Dick Armstrong		
02	Charlie Jarzombek, Riverhead, N.Y.	72 Vega	Same		
2	Ed Flemke, Southington, Conn.	71 Pinto	Robert Judkins		
03	Jim Hendrickson, Freeport, N.Y.	72 Pinto	Tony Ferrante		
3	Fred De Sarro, Hope Valley, R.I.	38 Chevrolet	Len Boehler		
04	Bob Potter, Lisbon, Conn.	73 Pinto	Robert Garbarino		
4	Lou Lazzaro, Utica, N.Y.	61 Valiant	Same		
05	Denis Giroux, Cohoes, N.Y.	36 Chevrolet	E. Paul Emerick		
5	Ted Renshaw, Ridgeway, Ontario, Can.	36 Chevrolet	Same		
06	Maynard Forrette, Amsterdam, N.Y.	72 Pinto	Forrette Enterprises		
07	Hank Thomas, Winston-Salem, N.C.	72 Pinto	Wayne Thomas		
7	Earnest Palmer, Martinsville, Va.	72 Pinto	Alvin Palmer		
8	Lloyd Ashby, Martinsville, Va.	36 Chevrolet	W.D. Melvin		
09	Bob Santos, Millis, Mass.	36 Chevrolet	Arthur Barry		
9	Bobby Holmberg, Islip, N.Y.	37 Chevrolet	Howard Terry		
11	Dick Fowler, New Hartford, N.Y.	36 Chevrolet	Same		
12		72 Pinto	Clyde Barbour		
14	Wayne Lambeth, Winston-Salem, N.C.	71 Pinto	Robert Hutchens		
15	Carl "Bugs" Stevens, Rehoboth, Mass.	72 Vega	John Koszela, Jr.		
16	Ted Wesnofske, Huntington Station, N.Y.	72 Pinto	Bill Auer		
17	Ron Bouchard, Fitchburg, Mass.	72 Pinto	Robert Johnson		
18	Cliff Tyler, Jr., Cutchogue, N.Y.	72 Pinto	William Miceika		
19	Moose Hewitt, Uncasville, Conn.	37 Chevrolet	Craig Kirchoff		
20	Don Dorman, East Granby, Conn.	72 Gremlin	Don's Auto Body		
21	Toby Nolen, Vinton, Va.	36 Chevrolet	Parkway Auto Clinic		
22	Billy Hensley, Ridgeway, Va.	37 Plymouth	Hubert Hensley		
23	Lew Hennessy, Medford, N.Y.	72 Pinto	Ira Bromley		
24	Kenny Bouchard, Fitchburg, Mass.	36 Chevrolet	Fred Doolittle		
25	Don Flynn, Windsor Locks, Conn.	73 Vega	Same		
26	Paul Radford, Ferrum, Va.	73 Gremlin	Clarence's Steakhouse		
28	Joe Thurman, Rocky Mount, Va.	36 Plymouth	J.E. Arrington		
29	Lou Austin, Easton, Mass.	72 Pinto	True-Dusseault		
30	Eddie Pieneizek, Water Fort, N.Y.	72 Pinto	James Marx		
31	Bob Vee, Prospect, Conn.	37 Chevrolet	Jerry Gleason		
34	Gene Bergin, Enfield, Conn.	37 Chevrolet	Bedard-Farrar		
36	Herman Blevins, Galax, Va.	37 Chevrolet	Same		
37	Philip Smith, Kernersville, N.C.	36 Chevrolet	Leon Russell		
38	Jerry Cook, Rome, N.Y.	62 Falcon	Pete Hollebrand		
39	Bob Potter, Cromwell, Conn.	71 Pinto	William Simmons		
40	Runt Harris, Richmond, Va.	36 Chevrolet	Harold Smith		
41	Bernie Miller, Canastota, N.Y.	71 Pinto	Same		
42	Ray Miller, East Granby, Conn.	66 Mustang	Myers-Sweatland		
43	Frank Vigliarolo, Commack, N.Y.	73 Pinto	Same		
44	Roger Hill, Stuart, Va.	36 Chevrolet	Same		
45	Satch Worley, Rocky Mount, Va.	72 Gremlin	William Mason		
47	Thomas Baldwin, Bellport, N.Y.	37 Plymouth	Tony Gosinski		
48	Roger Beshears, Winston-Salem, N.C.	61 Falcon	Same		
49	Doc Blanchard, Johnstown, N.Y.	60 Valiant	Same		
50	Robert Gahan, Dover, N.H.	71 Pinto	Same		
51	R.E. Brim, Mount Airy, N.C.	36 Chevrolet	Russell Nelson		
52	Wayne Johnson, Eden, N.C.	37 Chevrolet	Billy Johnson		
53	Melvin Swisher, Kernersville, N.C.	61 Valiant	Herman Brower		
55	Jerry Dostie, Guilford, Conn.	72 Vega	Ted Marsh		
56	Jerry Iulig, Sanborn, N.Y.	71 Gremlin	Jim Connelly		
57	John Bryant, Bassett, Va.	73 Gremlin	Same		
58	Louis Funk, Jr., Danbury, Conn.	71 Pinto	Same		
59	Blackie Watt, New Alexandria, Pa.	71 Vega	Frank Conway		
61	Richie Evans, Rome, N.Y.	72 Pinto	Same		
64	Ernie Caruso, Granby, Conn.	37 Chevrolet	Same		
66	Ed Yerrington, N. Stonington, Conn.	71 Pinto	Same		
67	Bob Brunell, Peru, N.Y.	70 Gremlin	N.J. Brummell		
68	Jim Landry, Rochester, N.H.	40 Chevrolet	Same		
69	Gerald Robertson, Winston-Salem, N.C.	37 Chevrolet	Same		
70	Paul Obert, Arnold, Md.	65 Corvair	George Oberg		
71	Roy Parker, Martinsville, Va.	73 Gremlin	Dan Bridges		
72	Bob Janeskey, Newtown, Conn.	73 Gremlin	Joseph May		
73	Brian Ross, Malta, N.Y.	61 Falcon	Same		
74	Bill Harman, Niantic, Conn.	37 Ford	Kevin Coan		
75	Robert Combs, Hillsville, Va.	38 Ford	Same		
76	Jerry Bartlett, Freeport, N.Y.	38 Plymouth	Same		

## MODIFIED ENTRIES CONTINUED

Car No.	Driver and Hometown	Type Car	Car Owner	Qualifying	
				Time	Speed
77	Nick Ronda, Waterford, N.Y. ....	72 Pinto	Anthony Conde .....		
78	Roger Griffith, Clinton, N.Y. ....	63 Chevy II	Raymond Murray .....		
79	Fred Harbach, Huntington Station, N.Y. ....	67 Camaro	Teddy Harbach .....		
80	Jerry Mathis, Elma, N.Y. ....	36 Chevrolet	Same .....		
81	Danny Myers, Winston-Salem, N.C. ....	37 Plymouth	Ed Hawks .....		
82	Dave Lape, Fort Plain, N.Y. ....	37 Chevrolet	Warren Lape .....		
83	Rip Riley, Norwalk, Conn. ....	68 Camaro	Robert Riley, Jr. ....		
84	Bill Cooley, Mount Airy, N.C. ....	37 Chevrolet	Same .....		
85	Bobby Turner, Sanford, Maine ....	36 Chevrolet	Sam Hill .....		
86	Mike Loescher, Rochester, N.Y. ....	65 Corvair	J.T. Buie .....		
87	Shorty York, Jr., Mocksville, N.C. ....	62 Falcon	Rick Howell .....		
88	Ray Sitterly, Amsterdam, N.Y. ....	71 Pinto	Same .....		
89	Dennis Chavaras, Berlin, Conn. ....	37 Chevrolet	Same .....		
90	Buddy Picard, Voorheesville, N.Y. ....	36 Chevrolet	David Picard .....		
91	Harold Martin, Collinsville, Va. ....	71 Pinto	J.C. Compton .....		
96	Dan McNamara, Huntington, N.Y. ....	37 Chevrolet	Peter Neidhart .....		
97	Andy Romano, Johnstown, N.Y. ....	61 Valiant	Joseph Romano .....		
98	Bubba Beck, Lexington, N.C. ....	36 Chevrolet	Bill Bingham .....		
99	Geoff Bodine, Chemung, N.Y. ....	61 Valiant	T.K. McLean .....		

Entries: 10 States & Canada

Entries by States:

32 New York

17 Connecticut

16 Virginia

13 North Carolina

6 Massachusetts

2 New Hampshire

1 Maryland

1 Maine

1 Rhode Island

1 Pennsylvania

1 Canada

Car Entries: 55 Late Model Modifieds, 37 Coupes

Late Model Modified Entries:

27 Pinto

8 Gremlin

5 Vega

5 Valiant

4 Falcon

2 Camaro

2 Corvair

1 Chevy II

1 Mustang

Coupe Entries:

31 Chevrolet

4 Plymouth

2 Ford

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TRUCK—AUTO—TRAILER  
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SHOCKS FOR ALL VEHICLES—FRAME—DRIVE SHAFT—WHEEL—  
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Pumped Into Our Modern Sealed  
Truck  
RIDGEWAY, VA.

A COMPLETE  
SEPTIC TANK  
SERVICE

PHONE 956-3510

# DOGWOOD 500 CLASSIC LATE MODEL SPORTSMAN ENTRIES

Car No.	Driver and Hometown	Type Car	Car Owner	Qualifying	
				Time	Speed
0	Wayne Andrews, Staley, N.C.	65 Chevelle	Richard Trotter		
00	Coleman Mann, Powhatan, Va.	68 Chevelle	Same		
01	Sonny Hutchins, Richmond, Va.	68 Chevelle	Emanuel Zervakis		
1	Lennie Pond, Petersburg, Va.	68 Chevelle	Ronnie Elder		
02	Gary Lavender, Richlands, Va.	68 Chevrolet	Same		
2	Bob Melnick, Newton, Mass.	66 Chevelle	Melnick-Zanro Racing		
03	Don Crist, Lanham, Md.	69 Chevelle	Gary Bennett		
3	Fred DeSarro, Hope Valley, R.I.	68 Chevelle	Janice Boehler		
04	Jim Mairs, Oxon Hill, Md.	68 Chevelle	Same		
4	Ted Hairfield, Richmond, Va.	69 Chevelle	Tommy Ellis		
05	Sam Ard, Asheboro, N.C.	65 Chevelle	H. Dean Millikan		
5	Carl Allred, High Point, N.C.	66 Chevelle	Leonard Allred		
06	Runt Harris, Richmond, Va.	68 Chevelle	Tommy Beck		
6	Bob Dobyns, Gordonsville, Va.	64 Fairlane	Bob Dobyns, Jr.		
07	T.W. McBride, Kingsport, Tenn.	66 Chevrolet	J.B. Gillenwater		
08	Andre Manny, Quebec City, Canada	67 Chevelle	Same		
8	Andre Fortin, Quebec, Canada	66 Chevelle	Same		
09	Ron Barcomb, Colchester, Vt.	64 Fairlane	Herbert Barcomb		
9	Joe Westerman, Baltimore, Md.	68 Chevelle	Tiny Slayton		
10	Jack Ingram, Asheville, N.C.	64 Chevelle	Same		
11	Ray Hendrick, Richmond, Va.	69 Chevelle	Clayton Mitchell		
12	Jimmy Griffin, Eden, N.C.	64 Chevelle	Same		
13	George Savary, Westwood, Mass.	68 Chevelle	Melnick-Zanro Racing		
14	Frankie Burnham, South Mills, N.C.	69 Ford	Brockwell Enterprises		
15	Pee Wee Ellwanger, Roanoke, Va.	68 Chevelle	Randy White		
16	Gardiner Leavitt, Kezar Falls, Maine	68 Chevelle	Stephen Leavitt		
17	Bill Dennis, Glen Allen, Va.	68 Chevelle	John Dodson		
18	Slick Johnson, Florence, S.C.	66 Chevelle	Same		
19.	Leonard Agee, Roanoke, Va.	66 Chevelle	Claude Firebaugh		
20.		64 Chevelle	Robert Benlle		
21.	L.D. Ottinger, Newport, Tenn.	69 Chevelle	Same		
22.	John Blankenship, Roanoke, Va.	65 Chevelle	Same		
23.	Dickie Linville, Kernersville, N.C.	66 Chevelle	Linville Construction		
24.	Tommy Houston, Hickory, N.C.	68 Chevelle	Andre Teague		
27.	Bosco Low, Fletcher, N.C.	64 Chevelle	Same		
29.	Al Grinnan, Fredericksburg, Va.	67 Chevelle	Roy Slayton		
30.	Joe Hendricks, Hampton, Va.	68 Chevelle	Ed Hendricks		
31.	Wayne Ellis, Lincolnton, N.C.	68 Chevelle	Same		
32.	John Linville, Kernersville, N.C.	65 Chevelle	S.J. Eaton		
33.		68 Chevelle	G. T. Burton		
34.	Bernard West, Jr., Cheverly, Md.	63 Fairlane	Bernard West		
35.	Mack Hanbury, Marlboro, Md.	68 Chevelle	Medford Curtis		
36.	John Rosati, Agawam, Mass.	67 Fairlane	John F. Rosati		
37.	Butch Isom, Galax, Va.	65 Chevrolet	Price Todd		
38.	Denis Giroux, Cohoes, N.Y.	68 Chevelle	Don Beverley		
39.		65 Pontiac	Howard Goodman		
40.	Joe Falk, Chesapeake, Va.	68 Chevelle	Shirley Falk		
41.	Wayne O'Neal, Bristol, Tenn.	65 Chevelle	Harry Bishop		
42.	Tommy Ellis, Richmond, Va.	69 Chevelle	James Allred		
43.	Gary Myers, Rural Hall, N.C.	68 Chevelle	Same		
44.	Connie Saylor, Johnson City, Tenn.	69 Chevelle	W.L. Rambo		
45.	Jean Paul Cabana, McMasterville, Quebec	68 Chevelle	Cabana Racing Inc.		
47.	Ed Dodson, Danville, Va.	65 Comet	Same		
48.	Darrell Waltrip, Franklin, Tenn.	64 Chevelle	Ellis Cook Racing		
49.	Richie Evans, Rome, N.Y.	65 Plymouth	Richard Bahre		
51.	Wayne Johnson, Eden, N.C.	64 Chevelle	George Heffinger		
52.	Randy Hutchison, Newport News, Va.	68 Chevelle	R.L. Carter		
53.	George Dalton, Charlotte, N.C.	64 Chevelle	Gloria Dalton		
54.	Bob Pressley, Asheville, N.C.	64 Chevelle	Same		
55.	Tiny Lund, Cross, S.C.	65 Chevelle	Carl Price		
56.	Charlie Wierman, Stewartstown, Pa.	64 Chevelle	Myrl Shaeffer		
58.	Vencent McWhirt, Fredericksburg, Va.	67 Chevelle	Glen Eastridge		
59.	Junior Crouch, Taylorsville, N.C.	66 Chevelle	Donald Smith		
60	Curtis Large, Clintwood, Va.	67 Chevelle	James Large		
61	Jack Anderson, Burlington, Vt.	66 Chevelle	79 Enterprises		
62.		64 Comet	William Barber		
63.	Jimmy Hensley, Martinsville, Va.	68 Chevelle	Hubert Hensley		
64.	Gerald Compton, Martinsville, Va.	68 Chevelle	George Harbour		
65.	Chet Williams, Morristown, Tenn.	64 Chevelle	C&S Racing		
66	Bill Lane, Millen, Ga.	64 Chevelle	Same		
67	Sonny Chaplin, Charleston, S.C.	68 Mercury	Richard Chaplin		
68	Clyde Goad, Collinsville, Va.	65 Chevelle	Okie Blankenship		
69	Don Miller, Winston-Salem, N.C.	69 Chevelle	J.T. Buie		
70	Bob Dragon, Milton, Vt.	64 Chevelle	John Keefer		

## LATE MODEL SPORTSMAN ENTRIES CONTINUED

Car No.	Driver and Hometown	Type Car	Car Owner	Qualifying	
				Time	Speed
71	Robert Smith, III, Richmond, Va.	68 Chevelle	Robert Smith, Jr.		
72	John Dodd, Jr., Glen Burnie, Md.	66 Chevelle	Mrs. Carol Dodd		
73	Morgan Shepherd, Conover, N.C.	68 Chevelle	Same		
74	Benny Kerley, Hiddenite, N.C.	64 Chevelle	Kerley Motor Co.		
75	Jimmie Wilson, Columbia, S.C.	68 Chevelle	Paul Thomas		
76	Jerry Dalton, Greensboro, N.C.	68 Chevelle	Tommy Terry		
77	Harry Gant, Taylorsville, N.C.	64 Chevelle	Gant Building Co.		
78	Tom Tiller, Essez Junction, Vt.	69 Dodge	George Chates		
79	A. Campbell King, III, Flat Rock, N.C.	65 Chevelle	Same		
80	Mel Bradley, Richmond, Va.	66 Fairlane	Garland Rickett		
81	A.J. Cox, Wilmington, Del.	69 Mustang	Same		
82	Bud Walmsley, Colonial Heights, Va.	66 Chevelle	Jim Whelan		
83	Bob Wilcher, Lanham, Md.	69 Mercury	David Kreh		
84	Bill Crane, Woodbridge, Va.	69 Chevelle	Same		
85	Joe Thurman, Rocky Mount, Va.	66 Chevelle	Lawrence Poff		
86	James Stover, Scott Depot, W. Va.	67 Chevelle	Joseph Stover		
87	Kent Fogleman, Durham, N.C.	66 Chevelle	Lloyd & Fogleman		
88	Monk Tate, Ruffin, N.C.	65 Chevelle	John Tate		
89	Butch Lindley, Greenville, S.C.	68 Chevelle	Charles Trammell		
92	Dick Perdue, Newport News, Va.	63 Fairlane	Randy Akers		
93	Claude Metivier, Montreal, Que., Canada	66 Chevelle	Claude Lavaller		
94	Buddy Howard, Greenville, S.C.	65 Mercury	Marvin Thackston		
95	Charles Rogers, Corryton, Tenn.	69 Chevelle	Charles Berry		
96	G.W. Gibson, Kernsville, N.C.	67 Chevelle	Tommy Gibson		
97	Eddie Royster, Middleburg, N.C.	66 Chevelle	Frank Edwards		
98	Bryant Wallace, Harrisburg, N.C.	64 Comet	Charles Spratt, Jr.		
99	Sam McQuagg, Columbus, Ga.	65 Chevelle	Same		

Entries: 14 States and Canada.

Entries By States:

30 Virginia

27 North Carolina

7 Tennessee

7 Maryland

6 South Carolina

4 Vermont

4 Canada

3 Massachusetts

2 Georgia

2 New York

1 Delaware

1 West Virginia

1 Rhode Island

1 Maine

1 Pennsylvania

Car Entries: 101

Entries By Make:

84 Chevrolet

8 Ford

6 Mercury

1 Dodge

1 Pontiac

1 Plymouth

# FRANKLIN COUNTY SPEEDWAY

## Callaway, Virginia

### OPENS THE 1973 SEASON

# Sunday, April 8, 1973

Time Trials 1 p.m. - Race 2 p.m.

100 Lap Modified Feature

100 Lap Sportsman Feature

30 Lap Hobby Feature

**Fastest 3/8 Mile Asphalt  
Track on The East Coast**

## ACTION RACING !



At THOMPSON-ARTHUR . . .  
SAFETY and

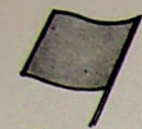
## ASPHALT PAVING IS OUR BUSINESS!



Asheboro, N.C.  
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Reidsville, N.C.

Danville, Va.  
Martinsville, Va.  
South Boston, Va.  
South Hill, Va.

GREENSBORO, N. C.  
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**GREEN**  
Start of Race



**YELLOW**  
Caution-Slow  
Hold Position



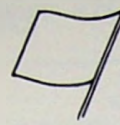
**BLACK**  
Pull Into Pits



**RED**  
Stop-Bad Wreck  
or Track Blocked



**BLUE-YELLOW**  
Move Over



**WHITE**  
One Lap To Go



**CHECKERED**  
Finish Of Race

**KEEP A LAP RECORD OF THE RACE**  
(Check The Scoreboard)

**LATE MODEL SPORTSMAN RACE**

10 Laps	20 Laps	30 Laps	40 Laps	50 Laps
1.	1.	1.	1.	1.
2.	2.	2.	2.	2.
3.	3.	3.	3.	3.
4.	4.	4.	4.	4.
60 Laps	70 Laps	80 Laps	90 Laps	100 Laps
1.	1.	1.	1.	1.
2.	2.	2.	2.	2.
3.	3.	3.	3.	3.
4.	4.	4.	4.	4.
110 Laps	120 Laps	130 Laps	140 Laps	150 Laps
1.	1.	1.	1.	1.
2.	2.	2.	2.	2.
3.	3.	3.	3.	3.
4.	4.	4.	4.	4.
160 Laps	170 Laps	180 Laps	190 Laps	200 Laps
1.	1.	1.	1.	1.
2.	2.	2.	2.	2.
3.	3.	3.	3.	3.
4.	4.	4.	4.	4.
210 Laps	220 Laps	230 Laps	240 Laps	250 Laps
1.	1.	1.	1.	1.
2.	2.	2.	2.	2.
3.	3.	3.	3.	3.
4.	4.	4.	4.	4.

•DECALS

•FLAGS

•PATCHES

•SOUVENIRS

**ON SALE NOW AT THE  
CONCESSION STANDS.**



"Chaplain of Racing" — Brother Bill Frazier of Gadsden, Ala., the "Chaplain of Racing," will be on hand at Martinsville Speedway to hold his special trackside Church service prior to the running of the Dogwood 500 Classic. Brother Bill also will deliver the invocation prior to the race with a French translation by French-Canadian driving star Denis Giroux.

## Speed Chart For Martinsville Speedway

.525 Mile Track — 2,776 Feet

SEC.	SPEED	SEC.	SPEED	SEC.	SPEED	SEC.	SPEED	SEC.	SPEED	SEC.	SPEED
20.00	94.600	20.70	91.400	21.37	88.535	22.06	85.766	22.76	83.128	23.45	80.682
20.01	94.552	20.71	91.356	21.38	88.493	22.07	85.727	22.77	83.091	23.46	80.647
20.02	94.505	20.72	91.312	21.39	88.452	22.08	85.688	22.78	83.055	23.47	80.613
20.03	94.458	20.73	91.268	21.40	88.411	22.09	85.649	22.79	83.018	23.48	80.579
20.04	94.411	20.74	91.224	21.41	88.369	22.10	85.610	22.80	82.982	23.49	80.544
20.05	94.364	20.75	91.180	21.42	88.328	22.11	85.572	22.81	82.946	23.50	80.510
20.06	94.317	20.76	91.136	21.43	88.287	22.12	85.533	22.82	82.909	23.51	80.476
20.07	94.270	20.77	91.092	21.44	88.246	22.13	85.494	22.83	82.873	23.52	80.442
20.08	94.223	20.78	91.049	21.45	88.205	22.14	85.456	22.84	82.837	23.53	80.407
20.09	94.176	20.79	91.005	21.46	88.164	22.15	85.417	22.85	82.800	23.54	80.373
20.10	94.129	20.80	90.961	21.47	88.122	22.16	85.379	22.86	82.764	23.55	80.339
20.11	94.082	20.81	90.917	21.48	88.081	22.17	85.340	22.87	82.728	23.56	80.305
20.12	94.035	20.82	90.874	21.49	88.040	22.18	85.302	22.88	82.692	23.57	80.271
20.13	93.989	20.83	90.830	21.50	88.000	22.19	85.263	22.89	82.656	23.58	80.237
20.14	93.942	20.84	90.786	21.51	87.959	22.20	85.225	22.90	82.620	23.59	80.203
20.15	93.895	20.85	90.743	21.52	87.918	22.21	85.186	22.91	82.584	23.60	80.169
20.16	93.849	20.86	90.699	21.53	87.877	22.22	85.148	22.92	82.547	23.61	80.135
20.17	93.802	20.87	90.656	21.54	87.836	22.23	85.111	22.93	82.511	23.62	80.101
20.18	93.756	20.88	90.613	21.55	87.795	22.24	85.071	22.94	82.476	23.63	80.067
20.19	93.709	20.89	90.569	21.56	87.755	22.25	85.033	22.95	82.440	23.64	80.033
20.20	93.663	20.90	90.526	21.57	87.714	22.26	84.995	22.96	82.404	23.65	80.000
20.21	93.617	20.91	90.483	21.58	87.673	22.27	84.957	22.97	82.368	23.66	79.966
20.22	93.570	20.92	90.439	21.59	87.633	22.28	84.919	22.98	82.332	23.67	79.932
20.23	93.524	20.93	90.396	21.60	87.593	22.29	84.881	22.99	82.296	23.68	79.899
20.24	93.478	20.94	90.353	21.61	87.552	22.30	84.843			23.69	79.864
20.25	93.432	20.95	90.310	21.62	87.511	22.31	84.805	23.00	82.260	23.70	79.831
20.26	93.385	20.96	90.267	21.63	87.471	22.32	84.767	23.01	82.225	23.71	79.797
20.27	93.339	20.97	90.224	21.64	87.430	22.33	84.729	23.02	82.189	23.72	79.763
20.28	93.293	20.98	90.181	21.65	87.390	22.34	84.691	23.03	82.153	23.73	79.730
20.29	93.247	20.99	90.138	21.66	87.349	22.35	84.653	23.04	82.118	23.74	79.696
20.30	93.201			21.67	87.309	22.36	84.615	23.05	82.082	23.75	79.663
20.31	93.156			21.68	87.269	22.37	84.577	23.06	82.046	23.76	79.629
20.32	93.110			21.69	87.229	22.38	84.539	23.07	82.011	23.77	79.596
20.33	93.064	21.00	90.095	21.70	87.188	22.39	84.502	23.08	81.975	23.78	79.562
20.34	93.018	21.01	90.052	21.71	87.148	22.40	84.464	23.09	81.940	23.79	79.529
20.35	92.972	21.02	90.009	21.72	87.108	22.41	84.426	23.10	81.904	23.80	79.495
20.36	92.927	21.03	89.966	21.73	87.068	22.42	84.388	23.11	81.869	23.81	79.462
20.37	92.881	21.04	89.923	21.74	87.028	22.43	84.351	23.12	81.833	23.82	79.429
20.38	92.836	21.05	89.881	21.75	86.988	22.44	84.313	23.13	81.798	23.83	79.395
20.39	92.790	21.06	89.838	21.76	86.948	22.45	84.276	23.14	81.763	23.84	79.362
20.40	92.745	21.07	89.795	21.77	86.908	22.46	84.238	23.15	81.727	23.85	79.329
20.41	92.699	21.08	89.753	21.78	86.868	22.47	84.201	23.16	81.692	23.86	79.295
20.42	92.654	21.09	89.710	21.79	86.828	22.48	84.163	23.17	81.657	23.87	79.262
20.43	92.608	21.10	89.668	21.80	86.788	22.49	84.126	23.18	81.622	23.88	79.229
20.44	92.563	21.11	89.625	21.81	86.749	22.50	84.088	23.19	81.586	23.89	79.196
20.45	92.518	21.12	89.583	21.82	86.709	22.51	84.051	23.20	81.551	23.90	79.163
20.46	92.473	21.13	89.540	21.83	86.669	22.52	84.014	23.21	81.516	23.91	79.130
20.47	92.427	21.14	89.498	21.84	86.630	22.53	83.976	23.22	81.481	23.92	79.096
20.48	92.382	21.15	89.456	21.85	86.590	22.54	83.939	23.23	81.446	23.93	79.063
20.49	92.337	21.16	89.413	21.86	86.550	22.55	83.902	23.24	81.411	23.94	79.030
20.50	92.292	21.17	89.371	21.87	86.511	22.56	83.865	23.25	81.376	23.95	78.997
20.51	92.247	21.18	89.329	21.88	86.471	22.57	83.828	23.26	81.341	23.96	78.964
20.52	92.202	21.19	89.287	21.89	86.432	22.58	83.790	23.27	81.306	23.97	78.931
20.53	92.157	21.20	89.245	21.90	86.392	22.59	83.753	23.28	81.271	23.98	78.899
20.54	92.112	21.21	89.203	21.91	86.353	22.60	83.716	23.29	81.236	23.99	78.866
20.55	92.068	21.22	89.161	21.92	86.313	22.61	83.679	23.30	81.201		
20.56	92.023	21.23	89.119	21.93	86.274	22.62	83.642	23.31	81.166	24.00	78.833
20.57	91.978	21.24	89.077	21.94	86.235	22.63	83.605	23.32	81.132	24.01	78.800
20.58	91.933	21.25	89.035	21.95	86.195	22.64	83.568	23.33	81.097	24.02	78.767
20.59	91.889	21.26	88.993	21.96	86.156	22.65	83.532	23.34	81.062	24.03	78.734
20.60	91.844	21.27	88.951	21.97	86.117	22.66	83.495	23.35	81.027	24.04	78.702
20.61	91.800	21.28	88.909	21.98	86.078	22.67	83.458	23.36	80.993	24.05	78.669
20.62	91.755	21.29	88.868	21.99	86.039	22.68	83.421	23.37	80.958	24.06	78.636
20.63	91.711	21.30	88.826			22.69	83.384	23.38	80.923	24.07	78.604
20.64	91.666	21.31	88.784	22.00	86.000	22.70	83.348	23.39	80.889	24.08	78.571
20.65	91.622	21.32	88.742	22.01	85.960	22.71	83.311	23.40	80.854	24.09	78.538
20.66	91.577	21.33	88.701	22.02	85.921	22.72	83.274	23.41	80.820	24.10	78.506
20.67	91.533	21.34	88.659	22.03	85.882	22.73	83.238	23.42	80.785	24.11	78.473
20.68	91.489	21.35	88.618	22.04	85.843	22.74	83.201	23.43	80.751	24.12	78.441
20.69	91.445	21.36	88.576	22.05	85.804	22.75	83.164	23.44	80.716	24.13	78.408

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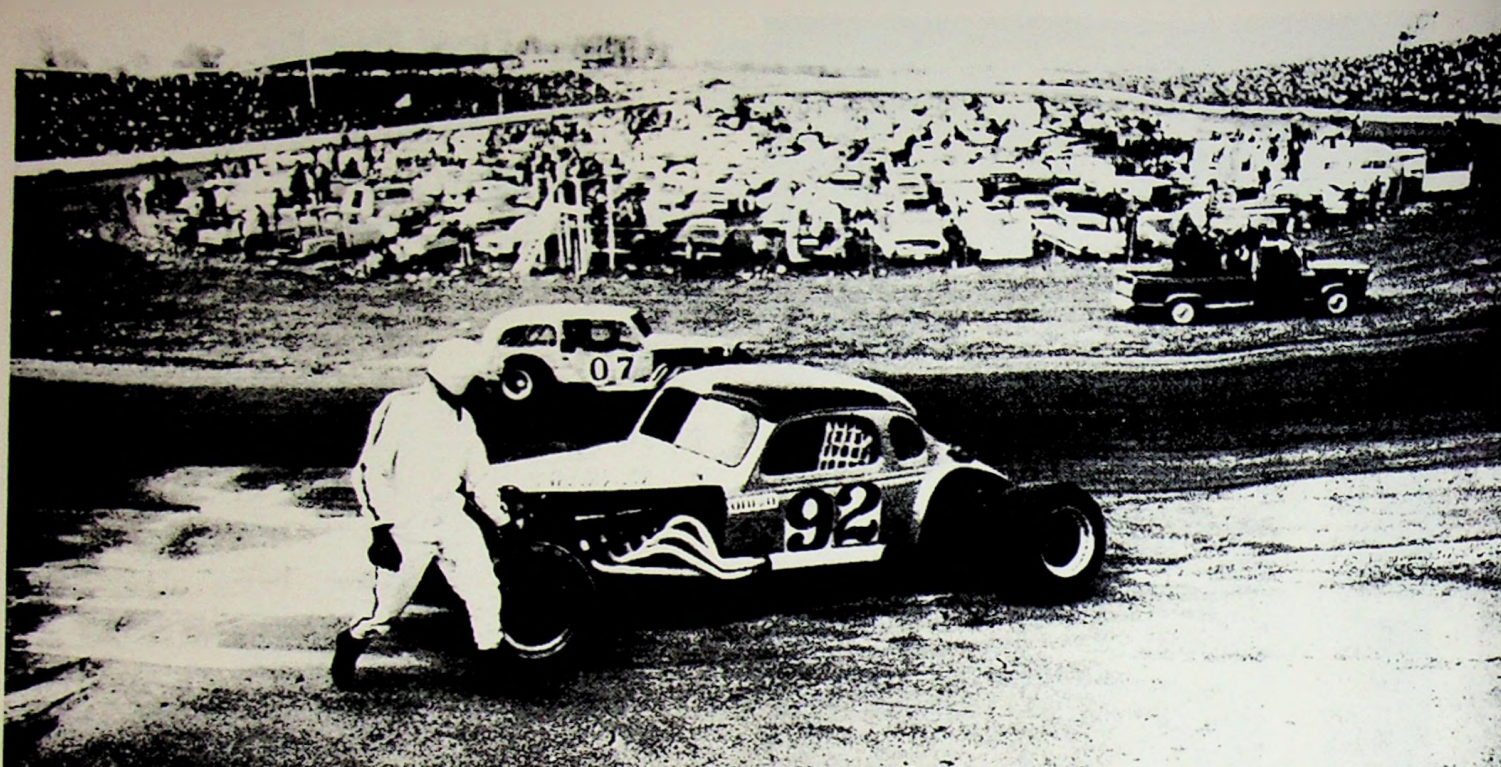
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# MARTINSVILLE'S DOGWOOD 500

NASCAR officials sent Modifieds and Sportsmen out to run 250 laps, and at the end of each chase there was a Chevy up front

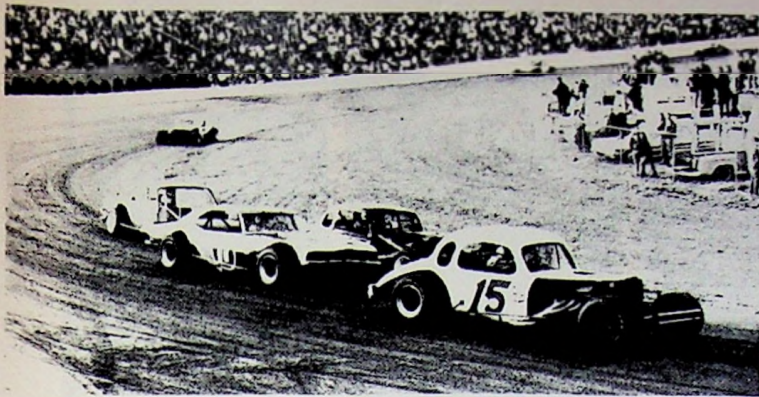
Text & photos by Steve Kelly ■ The first time a person views Martinsville Speedway, he is apt to claim he took the wrong turnoff. A half-mile behind him, on Route 220, there is a sign proclaiming the turnoff to the race track, but the view from atop the hill overlooking the ½-mile paved oval is not geared for acceptance by the average racing fan. On one side there's a pond, surrounded by freshly mown grass, with ducks swimming contentedly within the flower-bordered reservoir. Opposite the deep pond, the racegoer sees a white-washed fence enclosing a few hundred yards of landscaped territory, and between the spotless fence and gardenlike infield, there is a strip of asphalt measuring .525-mile where some of the greatest racing in the country takes place. On this Virginia soil, the Yankees continue to battle the Rebels, and they do it in a most "civil" manner. Martinsville Speedway is by far the prettiest racing track in the South, or the North, or the East, or the West. And that's no accident. H. Clay Earles, proprietor of same, has a fixation about the appearance of a racing plant. This is the 25th anniversary of the Martinsville track, and when he and his cohorts began this operation, it was nothing but a dusty, dirty, just-about-average racing plant. After the first race in 1947, he watched spectators leave in a filthier state than the drivers, but the old red clay track remained until the fall of 1955. It was then paved, and the track has continued getting better as each season passes.

Despite the fact that Martinsville doesn't have an inside guardrail, there has never been a driver fatality at this track. Lap speeds have never crested 100 mph, and this has helped make for increased competition and also for driver safety. Drivers race within a relatively safe cement outside wall, which is topped at each end with bottlebrush plants

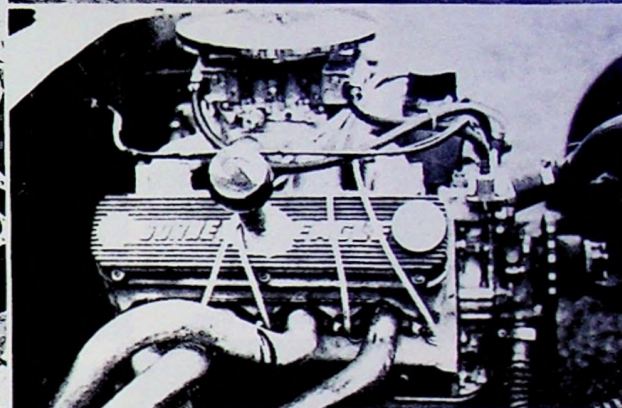
and azaleas saved from a former plantation near Martinsville about a decade ago. We're not accustomed to leading racing fans on a real estate tour of racing plants, but at least we've set the stage for the kind of race we saw there on March 19 of this year.

The Dogwood 500 was the first of the Martinsville "Silver Anniversary" races, and was the most successful ever. Surrounding this Southern Virginia race track, there is seating for 21,000 average-sized race watchers. Viewing the mid-March Dogwood "double-header" were more than 23,000 folks, and the infield is just barely able to accommodate 2000 people. In other words, this was a better attendance than has ever been found at one of NASCAR's Grand National Martinsville events. In order to draw this many people, Martinsville's management staged a 250-lap NASCAR championship Modified Division race and a 250-lap NASCAR Late Model Sportsman race, the first time ever that two NASCAR championship points races had been held at the same track on the same day. Not only was there an overflow crowd; there were more drivers entered than could qualify for each event. Out of more than 180 drivers entered, nearly 150 showed up, but only 40 could start each race.

Late on Friday afternoon, after most of the hot runners in the Late Model Sportsman ranks had done their best, ageless Sonny Hutchins, the pride of Richmond, Virginia, set out around Martinsville's long-straight and quick-turn course. As if he didn't have a care in the world, Hutchins took his Chevelle around for a best time of 22.90 seconds, which averages out to 82.632 mph, and was .38-second quicker than Jimmy Griffin, of Eden, North Carolina, also in a Chevelle. In years past, Sonny's car hasn't always been the most beautiful on the track, but it has been the fastest. Cur-



LEFT — Bugs Stevens (15) won Martinsville's Modified.  
BELOW — Sonny Hutchins (01) took Sportsman dollars.



#### MARTINSVILLE DOGWOOD 500 RESULTS

##### LATE-MODEL SPORTSMAN DIVISION

1. Sonny Hutchins/Chevle
2. Jimmie Hensley/Chevle
3. Al Grinnan/Chevle
4. Bill Dennis/Chevle
5. Lennie Pond/Chevle

##### NATIONAL CHAMPIONSHIP MODIFIED DIVISION

1. Carl "Bugs" Stevens/'36 Chevrolet
2. Mike Loescher/'61 Corvair
3. Fred DeSarro/'38 Chevy
4. Ray Hendrick/'68 Camaro
5. Bernie Miller/'38 Chevy

rently Hutchins' No. 01 car is both: best-looking and fastest. He started the LMS segment of the Dogwood 500 in first place, and that's where he was at the finish. During a caution period, Sonny relinquished the lead to Ray Hendrick, another driver who calls Richmond, Virginia, his home, although Ray does have some "Yankee" affiliations. Ray is a 14-time winner (14!) at Martinsville, and Hendrick probably would have taken the Sportsman end of this race if he could have kept up with Sonny Hutchins and four other drivers (and cars).

The organization at Martinsville is so tight that we had barely enough time to gobble down a couple of Martinsville's "almost California" chili-and-onion hot dogs before the start of the Modified race, which followed the Hutchins runaway in the Sportsman race. The 1970 NASCAR Modified Division winner, Fred DeSarro, was fast qualifier of this chase, registering a 21.68-second time around Martinsville, which also set a new qualifying record of 87.269 mph. Jimmie Hensley, the man who ran and finished second in the Sportsman race, was second-quickest qualifier in the Modified event. DeSarro came in third, and Hensley dropped out of the 221st lap of the 250-lap event, due to failing oil pressure in his Chevy engine. Carl Stevens (better known as "Bugs") eventually managed to lead 48 laps, including the final one. Actually, the first three finishers were "Yankees," a title laid on a great many of the Martinsville Modified competitors by NASCAR's Modified boss, Pete Keller. They may be Yankees, Pete, but they sure know how to race in the South! Not even the fabled Nutsy Fagan could keep a Massachusetts Yankee from winning if he had the best car and the best crew. Bugs won the '63 Dogwood 500, and the '69 Fall 100 (preceding the Fall G.N. race).

FAR LEFT — The impersonal remains of more than 23,000 contented spectators.  
LEFT — Even if it is race morning, a "thorough" inspection can still be justified. ABOVE — Tuck Hoffman's Gurney Weslake Ford looked out of place in the Chevy-dominated Modified field.

Chevrolet bodies and Chevrolet engines predominate in NASCAR Modified racing. A couple of years ago, Martinsville stated that — beginning in 1970 — only late-model-type modified bodies would be allowed (post-1960). After a great hue-and-cry was raised, this rule was amended to read that a "bonus" would be paid for those who ran and finished with late-model bodies. Obviously, a late-model body on a Modified doesn't have much to do with performance. Ray Hendrick ran a '68 Camaro shell and finished fourth; Bugs Stevens ran a '36 Chevy coupe body and finished first. And when Stevens crossed the start-finish line for the 250th time, he had set a new record speed of 69.877 mph, close to ten miles per hour better than the previous record.

The most-mentioned and most-feared competitor at this Martinsville meet had to be a young man from Chemung, New York, named Geoff Bodine. Master Bodine is just a year or two over the age of maturity (in most states), yet his talent is known as far away as the West Coast. When it comes to "pressing the button" (a term heard more than once from some of NASCAR's best G.N. drivers), Geoff is one of Yankeeland's finest. His big-block-Chevy-powered Modified, wearing '60 Valiant skin, was restricted to a non-4500 series Holley on a stock four-barrel intake (the Bodine crew was forced by NASCAR to remove the "tilt angle" Edelbrock intake from their big Chevy engine).

Nutsy Fagan — a name, a man and a legend that began at Martinsville — was present for the 1972 Dogwood 500. He is as much Yankee as he is Rebel, and as much racegoer as he is churchgoer. He was born at Martinsville, has contributed to Martinsville's 25 years of success, and is one of the reasons we like to go there. Well, we do like the hot dogs too! And the racing's the finest.



Al Glasscock



Mike Gray



Bill Greco



Jimmy Griffin



Roger Griffith



Al Grinnan



Ted Hairfield



Don Hampt



Fred Harbach



Bill Harman



Clifford Harris



Runt Harris



Bob Healey



Finely Henderson



Ray Hendrick



Joe Hendricks



Bill Henry



Billy Hensley



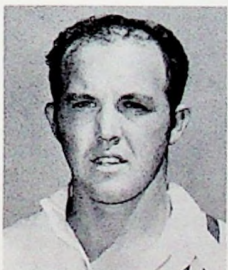
Jimmy Hensley



Moose Hewitt



Roger Hill



Gene Horton



Tommy Houston



Joe Huss



Sonny Hutchins



Gene Hutchinson

## JIMMY HENSLEY, BOB SANTOS SCORE IN WILD, CARDINAL 500 CLASSIC



Bob Santos (left), and Jimmy Hensley share victory lane with Miss Virginia

Jimmy Hensley of Martinsville, Va., is a tremendous late model sportsman driver but no one can ever accuse him of being overconfident.

Hensley and flying Bob Santos of Millis, Mass., won the \$32,000 Cardinal 500 Classic NASCAR National Championship Double-Header Sunday (October 15) before a crowd of 18,000 fans at Martinsville Speedway and besides their first place awards of \$2,350, each received a grandfather clock trophy.

"Heck," Hensley grinned, "I bought my wife one of those things just a week ago. I never thought I would ever win one."

It was a humorous ending to one of the wildest and most competitive events ever held here in the speedway's 25 years of racing action.

Ironically, Hensley and Santos won their respective races by taking the lead with just six laps remaining. Hensley won the 250-lap NASCAR National Championship Late Model Sportsman race and Santos the 250-lap NASCAR National Championship Modified event on the .525-mile track.

Hensley, whose only other win here was a 100-lap modified race in 1969, grabbed the lead on the 245th lap, coming from third place as national sportsman point leader Jack Ingram of Asheville, N.C., and defending Cardinal sportsman champion Sonny Hutchins of Richmond, Va., wrecked while battling for the lead.

There were six lead changes among five drivers in the event with Hensley in front those crucial last six laps. He earned \$2,350. Ingram was able to finish the race in second place and in the same lap with Hensley while Hutchins' car that had won the last two sportsman events here was too damaged to continue and he wound up 11th.

Still, he gained some consolation by picking up an extra \$1,000 for leading the most laps in the race with 137 and an extra \$100 and trophy for himself and car owner Emanuel Zervakis of Richmond for having the best appearing car in the division. His \$1,350 total was more than the \$1,200 Ingram earned for second place.

Other leaders included pole winner Sam Sommers of Savannah, Ga., who qualified at a speed of 82.764 miles per hour, for 37 laps, Ingram for 69 laps and L.D. Ottinger of Newport, Tenn., for one.

Despite six caution flags for 39 laps, Hensley went the distance in one hour, 51 minutes and 50 seconds at the record average speed of 70.491 miles per hour.

Rounding out the top five were Mel Bradley of Richmond, Va., who like Hensley and Ingram drove Chevilles, John Utsman of Bluff City, Tenn., in a Ford and Johnny Allen of Greenville, S.C., in a Ford.

"I saw them (Ingram and Hutchins) bumping," Hensley said, "and I just said to myself 'I hope they keep it up.'" And that's the way it turned out, paving the way for his tenth sportsman victory of the season along with 30 second place finishes.

Santos, who scored his first victory here, survived a wild afternoon in his modified Chevrolet Coupe that saw 12 caution flags fly for 95 laps and six lead changes among six drivers. And he, like Hensley, grabbed the front with six laps left and those were the only ones he led all day.

But they were enough as he picked up \$2,350 and his sixth feature victory of the season. The 35-year-old charger nudged past Mike Loescher of Rochester, N.Y., with those six laps to go and held him off for the win. Loescher finished second and in the same lap with a Corvair while Ed Flemke of Southington, Conn., was a third in a Pinto, former winner Bernie Miller of Canastota, N.Y., fourth in a Chevrolet Coupe and Melvin Swisher of Kernersville, N.C., fifth in a Valiant.

Despite the numerous wrecks that sidelined 25 of the 40 starters, Santos went the distance in two hours, eight minutes and 11 seconds for a Cardinal record average speed of 61.500 miles per hour.

Pole winner Richie Evans of Rome, N.Y., who set a Cardinal modified qualifying record of 91.277 miles per hour, lasted only 176 laps before his engine let loose but he picked up \$1,255 by winning the \$1,000 bonus as the top lap leader by being in front for 113 laps.

Loescher led 89 laps, 14-time Martinsville speedway winner Ray Hendrick of Richmond led 26 laps, Geoff Bodine of Chemung, N.Y., was in front for 15 laps and Denis Giroux of Montreal, Quebec, Canada held the front spot for one lap.

Other than the spectacular but not serious wrecks, Santos said it was a normal afternoon of racing here.

"It was a little slippery out there but it wasn't bad," Santos said. He lost a lap because of a flat tire on the 53rd lap but then parlayed hard running and the numerous caution flags to get back in the same lap with the leader 20 laps from the finish.

The \$100 award and trophy for the best appearing car went to the modified Gremlin owned by Clarence Pickurel of Clarence's Steakhouse. The car, winner of last month's 100-lapper here, finished 25th after falling out with mechanical trouble.

Jerry Cook of Rome, N.Y., clinched his second straight NASCAR National Modified championship despite losing an engine and finishing 27th while Ingram has the late model sportsman title sewed up.

The race wound up the speedway's silver anniversary season and gave the track a four-race attendance of over 100,000 fans.

# 1972 CARDINAL 500 CLASSIC

RESULTS OF THE 250-LAP NASCAR NATIONAL CHAMPIONSHIP MODIFIED RACE, \$32,000 CARDINAL 500 CLASSIC, SUNDAY, OCTOBER 15, 1972, MARTINSVILLE SPEEDWAY

FIN. POS.	CAR NO.	ST. POS.	DRIVER AND HOMETOWN	TYPE CAR	LAPS	MONEY WON	RUNNING OR REASON OUT
1.	09	11	Bob Santos, Millis, Mass.	Chevrolet	250	\$2,350	Running
2.	87	23	Mike Loescher, Rochester, N.Y.	Corvaire	250	1,250	Running
3.	2	14	Ed Flemke, Southington, Conn.	Pinto	249	925	Running
4.	41	24	Bernie Miller, Canastota, N.Y.	Chevrolet	248	640	Running
5.	53	28	Melvin Swisher, Kernersville, N.C.	Valiant	247	475	Running
6.	07	25	Hank Thomas, Winston-Salem, N.C.	Chevrolet	247	390	Running
7.	15	8	Carl "Bugs" Stevens, Rehoboth, Mass.	Chevrolet	247	300	Running
8.	1	4	Ray Hendrick, Richmond, Va.	Pinto	246	270	Running
9.	44	5	Leo Cleary, Hanover, Mass.	Pinto	243	260	Running
10.	51	34	R.E. Brim, Mount Airy, N.C.	Chevrolet	242	275	Running
11.	05	15	Ernie Gahan, North Hampton, N.H.	Chevrolet	238	240	Running
12.	57	20	John Bryant, Bassett, Va.	Chevrolet	238	315	Running
13.	19	18	Joe Thurman, Rocky Mount, Va.	Chevrolet	235	220	Running
14.	67	29	Ronnie Bouchard, Fitchburg, Mass.	Pinto	228	235	Running
15.	49	38	Ernie Faust, Winston-Salem, N.C.	Chevrolet	215	225	Running
16.	66	32	Ed Yerrington, N. Stonington, Conn.	Chevrolet	210	220	Wrecked
17.	90	35	Buddy Picard, Voorheesville, N.Y.	Chevrolet	208	215	Wrecked
18.	88	30	Ray Sitterly, Amsterdam, N.Y.	Pinto	206	210	Eng. Failure
19.	9	22	Fred Schultz, Mansfield, Mass.	Vega	204	230	Trans.
20.	42	33	Roger Hill, Stuart, Va.	Chevrolet	199	200	Trans.
21.	99	2	Geoff Bodine, Chemung, N.Y.	Valiant	181	170	Wrecked
22.	50	6	Denis Giroux, Montreal, Que., Canada	Chevrolet	180	165	Wrecked
23.	45	17	Satch Worley, Rocky Mount, Va.	Chevrolet	180	160	Wrecked
24.	61	1	Richie Evans, Rome, N.Y.	Pinto	176	1,255*	Eng. Failure
25.	26	3	Paul Radford, Ferrum, Va.	Gremlin	162	250	Rear End
26.	21	36	Toby Nolen, Vinton, Va.	Chevrolet	160	170	Trans.
27.	38	9	Jerry Cook, Rome, N.Y.	Falcon	150	340	Eng. Failure
28.	85	37	Bobby Turner, Sanford, Maine	Chevrolet	129	160	Eng. Failure
29.	3	21	Fred DeSarro, Hope Valley, R.I.	Chevrolet	119	205	Eng. Failure
30.	69	40	Gerald Robertson, Winston-Salem, N.C.	Chevrolet	112	150	Rear End
31.	52	26	Wayne Johnson, Eden, N.C.	Chevrolet	99	150	Wrecked
32.	40	12	Runt Harris, Richmond, Va.	Pinto	95	115	Wrecked
33.	23	27	George Hewitt, Uncasville, Conn.	Chevrolet	77	140	Eng. Failure
34.	00	7	Gerald Compton, Martinsville, Va.	Chevrolet	77	105	Wrecked
35.	46	10	Lou Lazzaro, Utica, N.Y.	Chevrolet	58	100	Trans.
36.	01	19	Melvin Chilton, Eden, N.C.	Pinto	47	10	Trans.
37.	73	39	Bill Harman, Niantic, Conn.	Ford	43	125	Eng. Failure
38.	29	16	Lou Austin, Needham, Mass.	Chevrolet	20	100	Eng. Failure
39.	04	13	Gene Bergin, Enfield, Conn.	Chevrolet	18	100	Wrecked
40.	17	31	Bob Brunell, Peru, N.Y.	Gremlin	16	125	Eng. Failure

\*—includes \$1,000 bonus for leading most laps. Money total includes qualifying, etc.

Time of Race: 2 Hours, 8 Minutes, 11 Seconds.

Average Speed: 61.500 miles per hour (Cardinal record.) Breaks old record of 59.599 mph, set in 1971 by Fred DeSarro of Hope Valley, R.I.

Fastest Qualifier: Richie Evans, Rome, N.Y., Pinto, 20.728 seconds, 81.277 miles per hour, new Cardinal 500 Classic Modified Qualifying Record.

RESULTS OF THE 250-LAP NASCAR NATIONAL CHAMPIONSHIP LATE MODEL SPORTSMAN RACE, \$32,000 CARDINAL 500 CLASSIC, SUNDAY, OCTOBER 15, 1972

FIN. POS.	CAR NO.	ST. POS.	DRIVER AND HOMETOWN	TYPE CAR	LAPS	MONEY WON	RUNNING OR REASON OUT
1.	63	5	Jimmie Hensley, Martinsville, Va.	Chevelle	250	\$2,350	Running
2.	00	13	Jack Ingram, Asheville, N.C.	Chevelle	250	1,200	Running
3.	33	32	Mel Bradley, Richmond, Va.	Chevelle	249	950	Running
4.	56	3	John Utsman, Bluff City, Tenn.	Ford	249	600	Running
5.	97	19	Johnny Allen, Greenville, S.C.	Ford	248	525	Running
6.	81	23	Sam Ard, Asheboro, N.C.	Chevelle	248	390	Running
7.	87	1	Sam Sommers, Savannah, Ga.	Ford	248	400	Running
8.	28	7	L. D. Ottinger, Newport, Tenn.	Chevelle	248	270	Running
9.	27	25	Bosco Lowe, Fletcher, N.C.	Chevelle	247	290	Running
10.	08	14	Grant Adcox, Chattanooga, Tenn.	Chevelle	247	250	Running
11.	01	2	Sonny Hutchins, Richmond, Va.	Chevelle	244	*1,340	Wrecked
12.	38	12	Geoff Bodine, Chemung, N.Y.	Chevelle	243	230	Running
13.	36	34	John Rosati, Agawam, Mass.	Fairlane	242	245	Running
14.	76	38	Tom Tiller, Essex Junction, Vt.	Dodge	231	235	Running
15.	98	40	Richie Panch, Daytona Beach, Fla.	Chevelle	226	225	Wrecked
16.	67	33	Dave Dion, Hudson, N.H.	Ford	201	225	Transmission
17.	89	27	Bryant Wallace, Harrisburg, N.C.	Comet	195	215	Differential
18.	66	17	Danny Collins, Alexandria, Va.	Chevelle	188	185	Eng. Failure
19.	24	24	Bobby Waddell, North Wilkesboro, N.C.	Chevelle	185	215	Wrecked
20.	9	26	Joe Westerman, Baltimore, Md.	Chevelle	183	205	Broken Rod
21.	10	4	Al Grinnan, Fredericksburg, Va.	Chevelle	172	170	Rocker Arm
22.	30	16	Joe Hendricks, Hampton, Va.	Chevelle	167	165	Wrecked
23.	64	15	Chet Williams, Morristown, Tenn.	Chevelle	166	160	Axle
24.	72	9	Benny Parsons, Detroit, Mich.	Chevelle	157	155	Eng. Failure
25.	79	39	Jean Paul Cabana, Montreal, Que., Canada	Chevelle	131	160	Ignition
26.	54	29	Bob Pressley, Asheville, N.C.	Chevelle	119	170	Overheating
27.	14	21	Benny Kerley, Hiddenite, N.C.	Chevelle	142	190	Transmission
28.	03	36	Jean Paul Cabana, Montreal, Que., Canada	Chevelle	131	160	Ignition
29.	02	30	Reds Kagle, Lanham, Md.	Chevelle	119	155	Eng. Failure
30.	19	10	Ray Fanning, Baltimore, Md.	Chevelle	88	125	Eng. Failure
31.	73	18	Bob Dragon, Milton, Vt.	Chevelle	69	120	Overheating
32.	7	22	Bill Dennis, Glen Allen, Va.	Chevelle	66	165	Overheating
33.	90	28	Max Berrier, Winston-Salem, N.C.	Fairlane	57	135	No Brakes
34.	75	8	Jim Vandiver, Charlotte, N.C.	Chevelle	20	105	Wrecked
35.	20	39	Frankie Burnham, South Mills, N.C.	Chevelle	20	125	Wrecked
36.	70	31	Hollis Tabor, Bluefield, W. Va.	Ford	18	125	Wrecked
37.	42	20	Tommy Ellis, Richmond, Va.	Chevelle	15	175	Carburetor
38.	1	11	Lennie Pond, Petersburg, Va.	Chevelle	10	100	Distributor
39.	48	35	Bud Walmsley, Colonial Heights, Va.	Chevelle	8	125	Eng. Failure
40.	88	6	Eddie Royster, Middleburg, N.C.	Chevelle	7	100	Eng. Failure

\*—Includes \$1,000 for leading most laps and \$100 best appearing car. Money won includes qualifying, etc.

Time of Race: 1 Hour, 51 Minutes, 50 Seconds.

Average Speed: 70.491 miles per hour (record). Old record was 67.063 miles per hour, set in 1971 by Sonny Hutchins of Richmond, Va., in a Chevelle.

Fastest Qualifier: Sam Sommers, Savannah, Ga., Ford, 22.86 seconds, 82.764 mph.



Randy Hutchison



Jack Ingram



Don Israel



Jerry Iulig



Charlie Jarzombek



Junior Johnson



Slick Johnson



Wayne Johnson



Joe Jones



Doug Joyce



Reds Kagle



Bob Karvonen



Benny Kerley



Frank Kuhlman



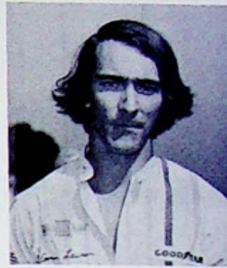
Wayne Lambeth



Jim Landry



Dave Lape



Vernon Lawson



Lou Lazzaro



Jean Noel Levesque



Dave Lind



Dickie Linville



John Linville



Donnie Lloyd



Mike Loescher



Bill Lone



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Bill Wade, Manager



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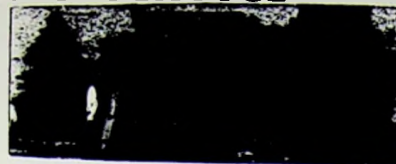
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Vencent McWhirt



John Meeker



Bob Melnick



Bernie Miller



Don Miller



Ray Miller



Dick Montgomery



Earl Moss



James Myers



Toby Nolen



L. D. Ottinger



Ernest Palmer



Richie Panch



Jimmy Parker



Roy Parker



Benny Parsons



George Pendergast



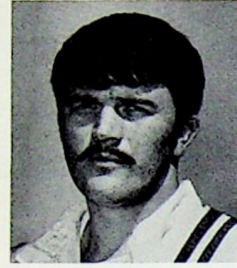
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Eddie Pieneizek



Lennie Pond



Mike Porter



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Bill Price



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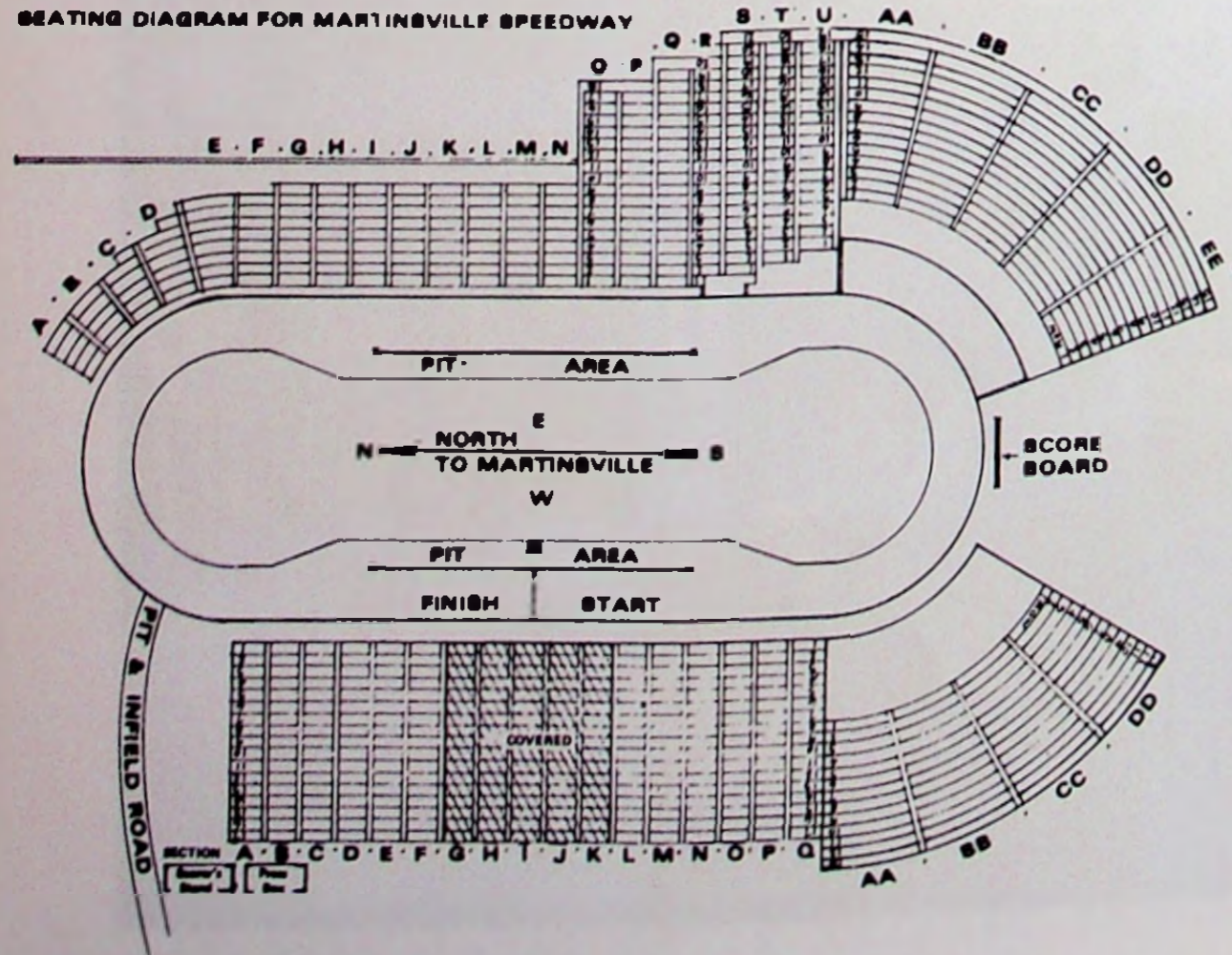
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**VIRGINIA 500**

**SUNDAY, APRIL 29, 1973**

**STARTING TIME:  
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Best Appearing Cars In Last Fall's Cardinal 500 Were a Modified Gremlin (left), driven by Paul Radford of Ferrum, Va., and owned by Clarence Pickurel of Clarence's Steakhouse and a Chevelle, driven by Defending Dogwood 500 Late Model Sportsman Champion Sonny Hutchins of Richmond, Va., and owned by Emanuel Zervakis.

## DEFENDING DOGWOOD SPORTSMAN CHAMP

# BOOS ARE MUSIC TO THE EARS OF SONNY HUTCHINS

By Robert Merritt  
Racing Writer

Richmond (Va.) Times-Dispatch



Beginning as early as 1969, when the Late Model Sportsman division of NASCAR was still in its infancy in Virginia, the presence of Sonny Hutchins and the Emanuel Zervakis-prepared Chevelle was usually acknowledged with the role of favorite.

And when Martinsville Speedway became the beginning and the end of Virginia's LMS season with its annual Dogwood and Cardinal 500 Classics in the fall of 1970, there was very little doubt that Hutchins, Zervakis and the almost-Petty-blue 'Ol' Chevelle would be right in the thick of things.

Hutchins has now won two of the last three Martinsville Late Model outings in the unique LMS-Modified doubleheader, and the Richmond chauffeur was on the verge of making it three in a row when he and eventual National champion Jack Ingram tangled out of the No. 4 turn in last fall's Cardinal event.

"That wreck drew a lot of cheers from the fans," Hutchins said after the wreck had sent him to the sidelines. "A lot of them just love to see me go out of a race, but I've gotten used to it. When you think about it, it's really only natural. They're only pulling for the underdog.

"But you know," he continued, "you don't get the boos like that until you start winning. I guess I've run something well over 1,000 races, and I can remember when it wasn't like that for me; when it was somebody else who was being booed by the fans, and I was just starting out."

Recently, the 43-year-old ("my racing age is 34") Hutchins did just that. He leaned back in a corner booth in one of his two Richmond restaurants, sipped on coffee and remembered those days when he wasn't the perennial winner he is today.

"Well, I lived in the country until I was about seven, and my dad used to let me sit in his lap and drive the car home after we came to town," he said. "By the time I was six I could drive myself, and I guess that was where it really started. Since then, I've always loved automobiles; not just automobiles, but anything with a motor."

Getting onto the race track was another matter, but the inevitable first race finally came in 1949, when Hutchins was only 19. "I had already decided that I wanted racing to be my whole thing," he said. "I wanted to be the best race car driver in the world.

"There was a mechanic, he was a friend of my brother-in-law, and I found out that he was building a car and looking for someone to drive it. I begged and begged him to let me try it, and he finally gave in and said that if I helped him build it, he'd let me drive the first race."

The car was a '37 Chevy coupe, and the first race turned out to be the Hank Stanley Memorial at Richmond's Strawberry Hill, where the young Hutchins turned in an impressive fifth place finish.

The following weekend, Hutchins was in Norfolk, where he was the third fastest qualifier behind Joe Weatherly and Lou Johnson. "Weatherly broke and axle in practice, so I started on the outside pole," Hutchins remembered. "I led 23 of the 25 laps, and then I broke an axle myself. But I finished second, and it was only my second race.

"It took me three weeks to get my helmet off after that," Hutchins laughed. "I really thought I was the king pin. I remember they wrote it up in the papers down there, and I musta bought 15 copies.

"I don't guess I was any different from any of the other drivers. Once you get your name in print, you think you can do anything. That's when you think you can take a 10th place car and win a race. It's not until you get older that you look at it more realistically, and then you know what you can do."

For the next six seasons, Hutchins showed up just about everywhere there was a race in Virginia. He was running six nights a week in a variety of cars that seemed endless.

Then in 1955, when Hutchins was 25, it ended as quickly as it started. He discovered that he had developed ulcers and hung up his helmet. "Everything had really fallen off at that time," Hutchins said. "The races were down and the purses had fallen down to practically nothing. My brother had bought a service station, and I decided it was time to go to work."

The service station soon became two service stations and then two restaurants were added, and that left very little time to even think about racing. "I usually kept up with what was happening," he said, "but I bet I didn't go to 10 races over the next eight years."

He did, however, go to Richmond's Southside Speedway one night in 1963, when veteran Modified star Red Foote had a broken arm. "I started talking to Junie (Donlavey, Foote's car owner) and I finally talked him into letting me drive it."

The car failed to finish the night's feature, but Hutchins had recaptured the bug. "The next day I went to Norfolk and bought the car, a '37 Chevy coupe, that Ingram Wrecking Company owned. I guess I ran that car for about a year and maybe won one race. It was just too much work, and I couldn't look after my racing and my living too."

That was when Hutchins became chauffeur for Donlavey, the veteran Richmond mechanic who still operates the Truxmore Ford Racing Team on the Grand National circuit, and they formed a union that lasted until late 1967.

"We talked it over, and we decided that we'd get together just for the fun," Hutchins explained. "We said we'd put all the money back into the automobile, and if there was anything left at the end of the year we'd split it. And we really had some good times."

The biggest "good times" were supplied by Daytona Beach, where Hutchins first ran in the Permatex event of 1965. Despite his inexperience on the big tri-oval, he still finished fifth, only 17 seconds behind winner Marvin Panch, and even led the race for several laps.

He was back two years later (1967) and this time he was making some big noise in the big Daytona 500. "That was really one of the most thrilling things I can remember," Hutchins said. "There must have been 15 or 18 factory automobiles then with just about everybody in one, and there I was doing my number right in the middle of them."

He was actually a little better than the middle. He was running fourth most of the day, when clutch problems, (the car stalled and had to be push started) cost him four laps in the pits. He still finished seventh and was only five laps back despite the long stop.

The year 1967 was also when Hutchins won his first Martinsville race, driving a Modified Ford that had been built by Glen and Leonard Wood during the factory boycott on the Grand National circuit to its only triumph.

And then came the Late Models, and Hutchins laughed. "I really thought they were a big joke when they first started running," he said. "But they were a lot easier on equipment, and there was a new group of fans coming into the sport and they wanted to see cars more like the ones on the street."

Zervakis, who was then promoter for Southside Speedway, built his first 'Ol' Chevelle early in 1968, and before the year was out, he had offered Hutchins a try behind the wheel.

"I think I had really accomplished everything I had wanted to do with Junie," Hutchins said, "and when Emanuel offered to let me try out the 'Ol' I took it. We've been together ever since."

They won the state championship in 1969, finishing fifth in the National standings, and were third Nationally in 1970 before they slowed down and began picking their races.

"If there's anything I've learned," Hutchins added, "it's that winning in automobile racing comes from knowledge. There are a lot of young drivers, I was the same way, who don't realize that. They just think they can go out and tear up the world, but that's not the way it happens. You learn something in each and every race you run, and then at some point you put it together and you start to win.

"But you know, when you're running the short tracks, you have to really keep thinking all the time. Your reflexes have to be good, and then everybody is going to make mistakes, simply because everybody is so close together. When you see an opening, you have to take it. That's the reason we bend up some metal."

And then there are the boos. "They just never really start until you start winning," he said. "They're not personal, but then I remember when I wasn't winning any races, and I seldom remember any boos at all then."



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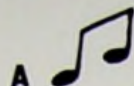


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