

# NASCAR 76 WINSTON

MAGAZINE & AUTO RACE PROGRAM / PRICE \$2.00 / CUP GRAND NATIONAL AUTOMOBILE RACES



**GREEN**  
Start-Course is Clear



**BLUE-YELLOW**  
Move Over



**YELLOW**  
Caution-Slow Hold Position



**WHITE**  
One Lap To Go

**THE FLAGS**



**BLACK**  
Pull into Pits



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



**CHECKERED**  
Finish



**RICHARD PETTY**-'75 CHAMPION

Bristol International Speedway Presents The 16th Annual **SOUTHEASTERN 400**

Sunday March 14, 1976  
Bristol, Tennessee



**BUDDY BAKER**



**CALE YARBOROUGH**

**BENNY PARSONS**

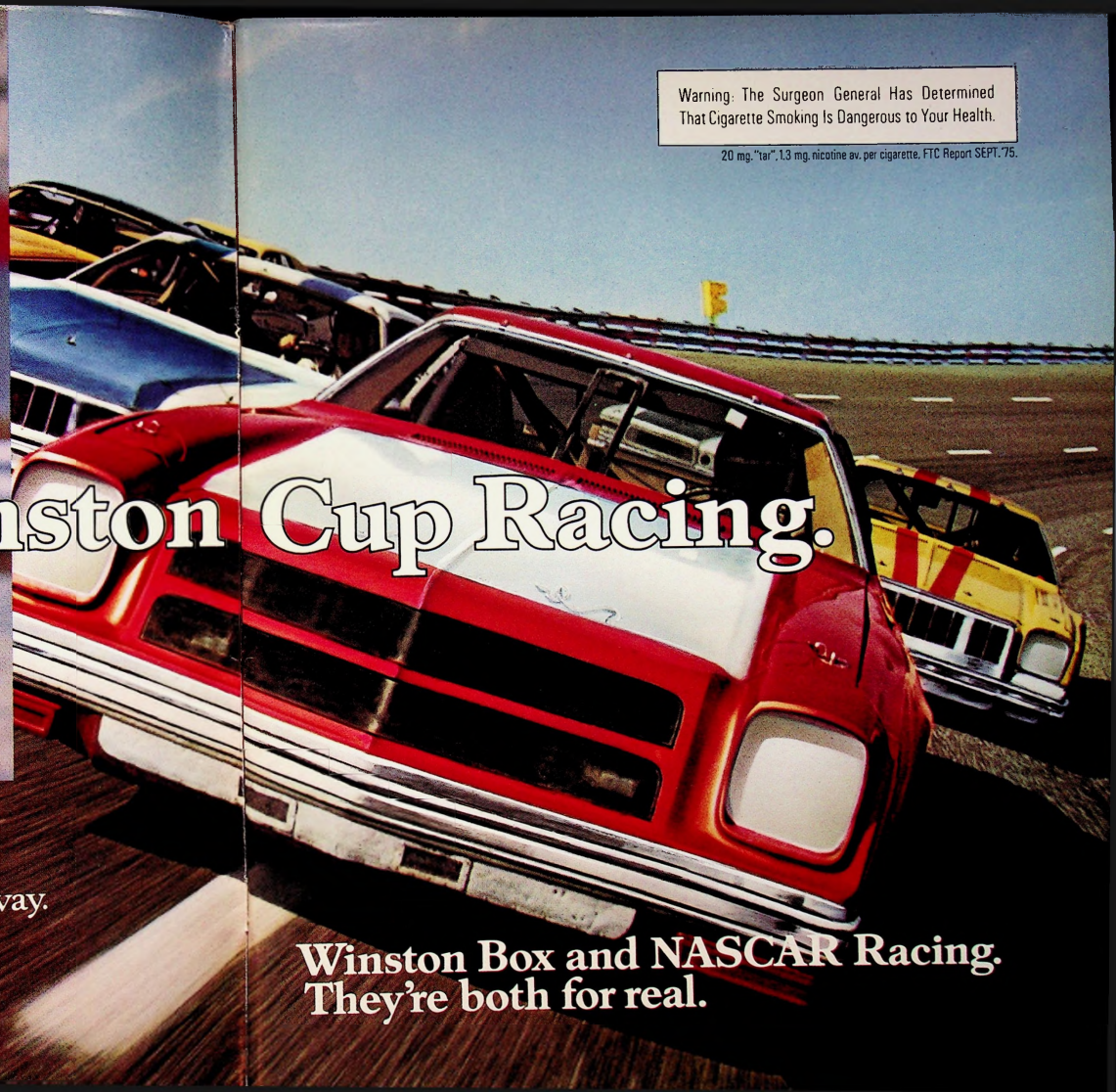
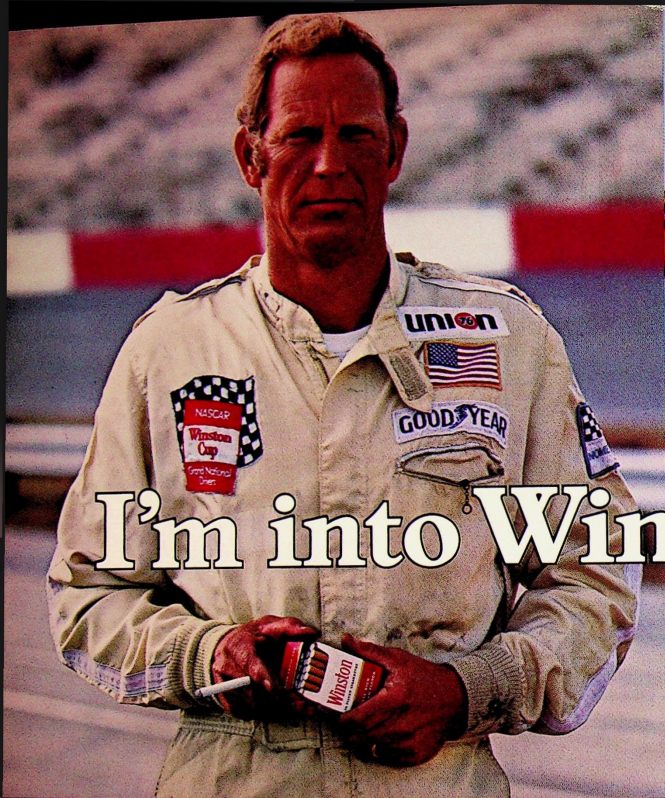


**BOBBY ALLISON**



**LENNIE POND**





Warning: The Surgeon General Has Determined That Cigarette Smoking Is Dangerous to Your Health.

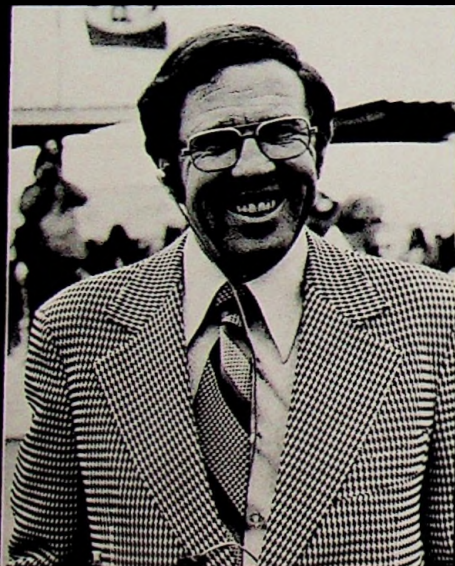
20 mg. "tar", 1.3 mg. nicotine av. per cigarette. FTC Report SEPT. '75.

# I'm into Winston Cup Racing.

I race to win — all the way.  
NASCAR is that kind of racing.  
My cigarette gives me taste all the way.  
My cigarette is Winston.  
NASCAR'S got the action.  
Winston's got the taste.  
They're both for me.

**Winston Box and NASCAR Racing.**  
**They're both for real.**

# WELCOME TO THE NASCAR WINSTON CUP RACES



Dear Friends,

The 1975 stock car racing season was another great one for NASCAR and all of us in this great sport took pride in it. Now we're trying to make 1976 even better.

Our sport continued its steady growth last year, another year of truly outstanding individual performances.

Richard Petty continued to break records in Winston Cup competition, winning his sixth Grand National title and 13 of the 30 Winston Cup events. He also became the first stock car driver to earn more than \$2 million in prize money. In addition, several drivers earned more than \$100,000 and Cale Yarborough joined Petty, David Pearson and Bobby Allison in the exclusive \$1 million winner's category.

Outstanding participation made for keen competition in all divisions in '75, with nearly one thousand events conducted under the NASCAR banner. And continued support from the folks at Winston and Permatex increased interest in Late Model Sportsman and Modified racing more than ever before.

At NASCAR we will continue to work for success, and we expect 1976 to prove a continuation of the growing pattern that has become almost traditional with our sport. We know our champions and established racing stars will stand out during '76, but we know just as surely that some refreshing new faces will come along to generate even more interest in what we think is the most exciting sport in the nation.

It takes a total effort from NASCAR, the drivers and crews, the track officials and from you, the stock car racing fan, to keep your favorite sport on the top. We at NASCAR are looking forward to an exciting year of outstanding competition . . . and we know you are too.

Bill France, Jr.

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

# NASCAR *Magazine*

AND AUTO RACE PROGRAM  
REACHING AN ESTIMATED THREE MILLION READERS



## Official Program

FOR THE

## NASCAR Winston Cup

## Grand National

## STOCK CAR RACES

— 1976

SEASON —

### ***NASCAR Headed For Another Record Year***

The National Association for Stock Car Auto Racing, Inc. appears to be headed for another record season in 1976 with Winston Cup Grand National competitors racing for more than \$4 million during the year and expanded activities in other divisions of racing.

The combined driver and owner point funds for the recently completed 1975 season totalled \$856,211. The additional awards will mean a point fund payoff of more than \$1.3 million in addition to the race purses for the 30-event 1976 season which opens Sunday with the Winston Western 500 at Riverside (Calif.) International Raceway.

The \$560,000 increase is the result of a new "Winners Circle Awards Program" for seven car owners who proved the competitiveness of their entries by winning at least one Winston Cup event in 1975, and who will compete for the 1976 championship.

Included are the following teams: STP Dodge (Richard Petty), K & K Insurance Dodge (Dave Marcis), Kings Row Chevrolet (Benny Parsons), Gatorade Chevrolet (Darrell Waltrip), Holly Farms Chevrolet (Cale Yarborough), Norris Ford (Buddy Baker), and Cam2 Mercury (Bobby Allison).

The new program will be available to eight car owners, based upon Winston Cup victories and point standings, with the present open spot available to the first non-participating team which wins an event in 1976 and applies for participation.

"This added awards program, to our already existing point funds, will mean that racing teams and track operators can plan their activities on an annual basis," said

NASCAR president Bill France, Jr. "The teams who have earned a spot in the program are assured of \$80,000 each, and the track operators are assured of having these top teams as entrants in their 1976 Winston Cup events," he noted.

Payments to participating teams will be made on the basis of \$3,000 per race for each of 20 events on tracks of one-mile or more in length, and \$2,000 for each of the ten events on shorter tracks.

The 1975 season was the biggest and best to date:

Richard Petty, the legendary Randleman, N. C., driver who practically owns the record book posted his unprecedented sixth Winston Cup Grand National championship. Californian Ray Elder, also in record-smashing style, drove to his sixth Winston West Grand National title in seven years.

L. O. Ottinger outlasted all comers to put a stop to Jack Ingram's three-year reign and took the national Late Model Sportsman trophy home to Newport, Tenn. Jerry Cook, the consistent Rome, N. Y., athlete, became the first driver in history to win four national Modified championships . . . and he did it in five years.

Petty drove his STP-sponsored Dodge to 13 victories during the 30-race, \$3.5-million Winston Cup season and his total winnings for the year (\$378,865) pushed him well over the \$2 million mark for his career. Eight different drivers scored Winston Cup wins during '75, including Cale Yarborough who moved over the \$1 million career mark, and Buddy Baker, winner of the last two major races of the season.



HE'S  
CHAMPION  
AGAIN

Richard Petty failed to win the 1975 Daytona 500, finishing in seventh place with his STP Dodge, but the Randleman, N. C. star won the NASCAR Winston Cup Grand National championship for the fifth time during the 1975 season. His previous championships were in 1964, 1967, 1971, 1972 and 1974. Here are some scenes where Richard was enjoying victory lane together with his attractive wife, Lynda.

Lower left pictures Petty with John J. Hooker, former president of STP Corporation.

(International Speedway Staff pictures. Art layout by Ann Smith.)  
Photos by Hope Powell & International Speedway Staff.  
Art & Design by Ann Smith.



# It's That Man Again - Richard Petty, 1975 G. N. CHAMPION

The 1975 Winston Cup season added another record-smashing chapter to the absolutely amazing history of six-time Grand National titleholder Richard Petty's remarkable stock car racing career.

Actually, it is easier to start with what Richard Petty hasn't done. That's no problem.

Petty hasn't won the Winston 500 (but he did win the 1974 Talladega 500 over the mammoth 2.66-mile Alabama International Motor Speedway); he hasn't won the Mason-Dixon 500 (but he did win the '75 Delaware 500 at Dover Downs . . . and he has never won a race at Ontario Motor Speedway (but there have been only four Winston Cup races over the ultra modern California super-speedway).

So much for what Richard Petty hasn't done.



Recognize him? Yep, that's him. Richard Petty's new look.

Take a look at what the 38-year-old superstar from the Randleman, N. C., suburb of Level Cross who drives the internationally famous STP Dodge has done.

Richard Petty has won six Winston Cup Grand National championships. Only two other drivers have ever won as many as three national titles. One is David Pearson and the other is Lee Petty. Yep. Richard's retired father and all-time favorite driver.

The Petty clan has won the Grand National trophy nine times during the 27-year existence of NASCAR; Lee in 1954, '58 and '59, and Richard in 1964, '67, '71, '72, '74 and '75 (four times in the last five years). That is certainly a record that is likely to go unchallenged unless young Kyle Petty, Richard's strapping teenage son, maneuvers into the picture.

Richard's 13 Winston Cup victories in 1975 pushed his career mark to the staggering total of 177 wins. David Pearson, who is almost three years older than Petty, scored three wins in '75 and pushed his win total to 87 to remain the only active driver with a hint of a chance of challenging the man called "The King" by

his fans. Ironically, the driver who is third on the all-time win list is Lee Petty with 54 victories.

But back to the Record Book . . .

Richard Petty won a stunning \$342,980 in 1975 to post the best money year in stock car racing history. No other driver had ever collected more than \$300,000 in a single year . . . except (guess who?) Richard Petty when he won \$309,225 with 21 wins during the 46-race 1971 season.

Oh yes . . . Richard Petty was also the first driver to ever win \$1 million in a career. That came when he won the 1971 Dixie 500. When he finished second in the '75 Purolator 500 at Pocono he became the first \$2 million winner. Going into the '76 season, Petty had won \$2,166,958 during a career that started at Columbia (S. C.) Speedway in 1958.

The list goes on and on. Richard Petty has more starts (684) than any other driver to go with his 177 wins. He also has the most "top five" finishes (418) and "top ten" (494) finishes.

Petty also has the most Winston Cup wins in a single season (27 in 1967), most consecutive victories (10 in '67), most Daytona 500 wins (5), best average finish, etc., etc., etc.

Over the years Petty has almost become the symbol of all things good in stock car racing. He is handsome, articulate, almost overly considerate with fans of all ages, helpful to his fellow-competitors, dedicated to his sport and—quite obviously—one fantastic race driver.

Petty attributes his seemingly unending string of successes to the overall cooperation and hard work among the members of the Petty Engineering team that includes brother Maurice Petty (engine builder) and cousin Dale Inman (Pit boss) and, of course, father Lee Petty (sage and advisor).

His philosophy is simple and he has been repeating it for years: "We try to take each race one at a time. We try to do our best . . . and we try to win."

For the past several seasons occasional rumors have cropped up that hinted toward retirement for the 6-foot-2 athlete and, even though some of his competitors might like to see him stop driving, Richard Petty methodically has to confirm and re-confirm the fact that he has no intentions of retiring at the "peak of his career."

Yet, the idea of stepping down might have flashed across his mind for a fleeting moment during the 1975 Capital City 500 at Richmond. He finished last in a Grand National race for the first time in nine years!

Two weeks later, however, Richard Petty was back in Victory Lane following the Volunteer 500. He just seems to get better and better.

## WARNING To All Spectators and Patrons

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

signed: THE MANAGEMENT

# HISTORY OF NASCAR 1948 - 1975

NASCAR was founded 28 years ago by men who believed in the future of the sport, and since then it has become the leading sanctioning body in the ever-expanding sport of stock car racing.

More than that quarter-century ago, NASCAR was only a dream. But then a handful of competitors and a few track operators with similar ideals organized what was then a rough and tumble sport. Today NASCAR is mammoth organization that spans the North American continent and reaches to Europe.

NASCAR sanctioned nearly a thousand Hobby, Late Model Sportsman, Modified, Winston West Grand National and Winston Cup Grand National races last year and paid out over \$7.2 million. The point fund, divided among the top drivers and car owners, totaled \$856,211.

NASCAR is big . . . and still growing. All records for membership, prize money and track participation are expected to be broken again in 1976.

Bill France, Sr., former president of NASCAR, was a driver in the late 1930s and 1940s. He saw the possibilities of stock car racing becoming a sport of international scope. He also saw the need for the promoters, drivers and car owners to have an organization that would encourage bigger purses, set rules and safety standards and generally give the fledgling sport greater national respect.

France called a meeting of interested parties together at Daytona Beach, Fla. Several meetings were conducted but the first and most historic one took place on Dec. 14, 1947, at the old Streamline Hotel in the heart of the city. In the four-day span of meetings that followed, the groundwork for the NASCAR organization was laid. The Association was incorporated Feb. 21, 1948.

Bill Tuthill, who until recently owned the Museum of Speed in Daytona Beach, was chairman and for several years after NASCAR was formed, served as national secretary. Among the men who attended the meetings were France, Joe Littlejohn, Tom Gallan, Red Byron, Harvey Tattersall, Frank Mundy, Sam Packard, Bob Richards, Bill Streeter, Alvin Hawkins, Buddy Shuman, Bob Osiecki, Marshall Teague, Ed Samples, Red Vogt and sportswriter Bernard Kahn, the late sports editor of the Daytona Beach News-Journal.

Bill France, Sr. was the first president, but in January of 1972 he turned over the leadership of NASCAR to his eldest son, Bill, Jr. The younger France had been vice president of the organization since 1966 and has handled most of the executive responsibilities prior to being named president.

The first NASCAR race was held Feb. 15, 1948, on the old Daytona beach and road course, then a 3.2-mile layout. The 150-mile Modified championship event was won by Byron, who drove a Ford coupe, No. 22. He finished 15 seconds ahead of Teague, averaging 79.94 miles per hour and won \$1,000 of the \$3,500 purse. This is quite a con-

trast to the Daytona 500 in February of 1975 at Daytona International Speedway, the richest race on record for Grand National drivers. Benny Parsons won that event and took home \$41,000 of a \$280,000-plus purse.

Speed has also changed drastically. At the sprawling Alabama International Motor Speedway near Talladega, Ala., in the spring of 1970, Buddy Baker became the first man to drive a stock car at more than 200 mph. His speed was 200.447. Later in the year Bobby Isaac topped that with a speed of 201.104 mph. Both men drove Dodges.

Throughout 1948 only Modifieds raced on the NASCAR circuit. The Grand National division was not activated until 1949. The first Grand National race was June 19, 1949, on the former Charlotte, N. C., Speedway off Wilkinson Boulevard. It was a 150-mile race on the 3/4-mile dirt track promoted by Bill France Enterprises. The purse was \$6,000. There were 13,000 paying customers. Jim Roper of Kansas, driving a Lincoln, won the race and the \$2,000 first prize.

There were nine Grand National races that year. Others were held at Daytona, Heidelberg, Pa., North Wilkesboro, N. C., and Hamburg, N. Y.

Byron won two of them and became the first Grand National champion. Lee Petty was the runner-up.

NASCAR membership in 1949 had grown to 875. In 1950, it was 2,300 and in 1951, it had gone up to 4,500. NASCAR had 9,085 members in 1961. In 1965, there were 11,000 members and that was increased to 11,929 in 1966. More than 17,000 members will benefit from NASCAR's many services in 1976.

NASCAR is far from a one-man organization. While Bill France has stepped aside, Bill, Jr. has quickly assumed the duties of the top position. Shouldering many of the responsibilities are Executive Vice President and Competition Director Lin Kuchler, and Vice President John Cooper, in charge of marketing.

Corporate officers are Vice President and Secretary Jim France; Mrs. Anne B. France, treasurer, and Dorothy W. Beech, assistant treasurer.

Members of the official family include Bill Gazaway, Grand National Competition Director; Pete Keller, National Late Model Sportsman and Modified Director; Howard Kercheval, News Bureau Manager; Bob Smith, Sanctioning Coordinator; John Bruner, Sr., Assistant Competition Director; Joe Epton, Chief Scorer and Timer; Ken Piper, Grand National West Director, Bob Barkhimer, Regional Director, and Bill Amick, Field Maanger.

NASCAR is a member of the Automobile Competition Committee of the United States (ACCUS) and the Federation International de L'Automobile (FIA). In addition to involvement in national and international motorsports, NASCAR conducts testing for major manufacturers and accessory firms.

# If you like beautiful faces as much as beautiful figures, you belong in a 1976 Pontiac.



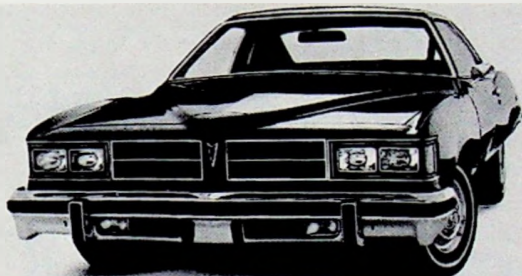
**Sunbird: 35 mpg Highway/22 mpg City (EPA)**

Equipped with the available  
140-cu.-in. 2-bbl. L-4 engine and manual transmission.



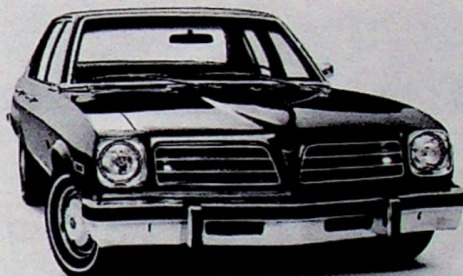
**Astre: 35 mpg Highway/22 mpg City (EPA)**

Equipped with the available  
140-cu.-in. 2-bbl. L-4 engine and manual transmission.



**LeMans: 25 mpg Highway/17 mpg City (EPA)**

Equipped with the standard  
250-cu.-in. 1-bbl. L-6 engine and manual transmission.



**Ventura: 25 mpg Highway/17 mpg City (EPA)**

Equipped with the standard  
250-cu.-in. 1-bbl. L-6 engine and manual transmission.



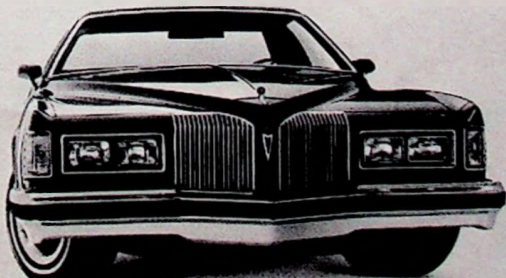
**Bonneville: 19 mpg Highway/13 mpg City (EPA)**

Equipped with the standard 400-cu.-in.  
2-bbl. V-8 engine and Turbo Hydra-matic transmission.



**Firebird: 25 mpg Highway/17 mpg City (EPA)**

Equipped with the standard  
250-cu.-in. 1-bbl. L-6 engine and manual transmission.



**Grand Prix SJ: 20 mpg Highway/15 mpg City (EPA)**

Equipped with the standard 400-cu.-in.  
4-bbl. V-8 engine and Turbo Hydra-matic transmission.

**PONTIAC**



The Mark of Great Cars

All figures are from the 1976 EPA Gas Mileage Guide. These figures are only estimates. The mileage you get will vary depending on the type of driving you do, your driving habits, your car's condition and available equipment. In California, see your Pontiac dealer for EPA mileage figures and engine/transmission combinations available on California emission-equipped cars.



If the "Norris" name emblazoned on the Buddy Baker/Bud Moore Ford No. 15 seems a little unfamiliar on the Winston Cup Grand National stock car scene, look again. It stands for Norris Industries, and the sharply distinct banner of this diversified Los Angeles manufacturing company has been racing for seven years on virtually every major circuit in North America, including an earlier appearance on the Grand National circuit.

Racing fans actually got their first look at a Norris sponsored entry in 1970. That was the year Ken Norris, Jr.—himself a sports enthusiast and former captain and two-year letterman on the University of Southern California Trojan Crew—decided that auto racing was a "technically allied medium through which we could tell at least part of the story of our company and its products and capabilities."

"Norris Industries," says its Chairman and Chief Executive Officer, "has always been a company that puts a premium on engineering skill and high technical quality. We felt that motor racing demands the same commitment to craftsmanship that we expect, routinely, in the design and manufacture of our own products."

"So we got into it—the first year with Ted Roberts on the Trans-Am circuit and then with Lee-Roy Yarborough at the inaugural Ontario 500, and then with Jackie Oliver on the Can-Am tour."

The next year, 1971, Gordon Johncock carried the Norris banner into the Indianapolis 500. Then it was the late Jim Malloy for Norris at Pocono and Ontario.

The year 1972 was the one which marked the Company's initial entry into stock car racing, but only in a limited way. George Follmer was to drive in two events for Norris, but he was disqualified in the first one at Ontario, California, and was DNF in the second race.

About the same time, Norris embarked on what was to be a four-year association with the driver-owner team of Sam Posey and Jack McCormack . . . first on the USAC Championship trail where



THE NEW LOOK FOR BUDDY BAKER

For Norris Industries, sponsorship in the 20-races (400 miles plus) on the Winston Cup Series for 1976 is really a little bit like going back to an old neighborhood, but with some important differences.

For one—the Baker/Moore team comes into the 1976 Grand National circuit after a spectacular 1975 campaign that saw them third in prize money with \$166,485 and second in actual victories by powering to four wins in the last six months, twice at Talladega and back-to-back at Atlanta and Ontario.

For another—sponsorship of the team ties in naturally with the manufacturer of Norris Industries' new "Professional Wheel". The company, which has produced over 66 million wheels in its Los Angeles-based Automobile Wheel Division for

and dedicated professionalism. It's a hard charging team and we're convinced they can meet the challenge of this field of top performers and roll to victory—hopefully, on to the championship."

Collectively, and individually, the Norris Racing Team carries a record of performance into the NASCAR Winston Cup season and the Daytona 500 that is impressive by any standards.

Buddy Baker, the biggest man on the circuit at 6'5" and 215 pounds, but as soft spoken and unassuming as he is physically imposing and talented, began the 1976 season ranked fifth among all time Grand National winners with a total of 12 victories and cumulative earnings over 17 seasons of more than \$880,000. Bud Moore, master builder, innovator and race strategist, has won more than 100

## BUDDY BAKER LIKES HIS NEW LOOK WITH NORRIS INDUSTRIES

Jim McElreath joined the team as a second driver, and then on the SCCA Formula 5000 circuit with a new car—the McCormack designed Talon. Norris returned last year with McCormack and the Talon for a part of the 1975 Formula 5000 season that included a strong showing in one of the most widely publicized races of the last ten years, the Grand Prix through the city streets of Long Beach, California. The Company had a two-car entry in that event with drivers Chris Amon and Warwick Brown who finished fourth and sixth, respectively, despite a broken wheel and a flat tire on Amon's car and no brakes on Brown's Talon.

automobile assembly plants in California, designed and engineered the new wheel specifically for stock car racing.

The lightest and only one-piece rim on the market today, it was introduced at the Dixie 500 last season, then rode to victory with Buddy Baker for the first time in the season's finale at Ontario.

By returning to the Grand National circuit this year, says Ken Norris, "We have an opportunity to put our new wheel into the most grueling competition of its kind in the world with a team of proven ability and skill, high technical excellence

NASCAR sanctioned races in a 25-year career that already includes NASCAR Grand National Championships three years (the first in 1957 with two-time Grand National Champion and Buddy Baker's father, Buck), a NASCAR Grand Touring Championship, and a Trans-Am championship.

Meanwhile, Ken Norris—who joined Norris Industries after graduation from the University of Southern California and moved up through management to the top—has guided the growth of his company into one of the 500 largest corporations in the United States. Founded originally by his father in 1930, Norris sales in 1974 were in excess of \$393 million and the company has made a profit every year since it became a publicly held company 25 years ago. It has grown from its original 15 employees in a job shop to nearly 10,000 people in 24 plants located in the United States, Canada, Belgium, Australia, and England.

Norris Industries makes a long list of commercial and industrial products. Some, like Thermador ovens and cooktops, or Waste King kitchen disposers and dishwashers, are familiar household names. Other products are less well known by their brand names but are also used in millions of homes throughout this country—Price Pfister plumbing hardware, Weiser and Falcon door locks, Bowers electrical switch boxes and outlets, to name just a few.

Along with these are the products Norris manufactures for the automotive industry—wheel covers and trim rings; wheels for West Coast General Motors assembly plants; rims and wheels for the mobile home, trailer and custom wheel markets. That, of course, now includes the unique new Professional Wheel for stock cars, a product line that makes Norris Industries' association with auto racing even more significant for the company than it has ever been before. The company also manufactures compressed gas cylinders for high pressure storage of gases in addition to its work as a prime defense contractor for the U. S. Government.

A well rounded company that is looking forward to making its name prominent among NASCAR winners.



A HAPPY COMBINATION: Buddy Baker, left, gives forth with a big smile after his victory in NASCAR's final 1975 Grand National race at Ontario, Calif.—and the big reason was that Ken Norris, Chairman of the Board of Norris Industries, was greeting him in victory lane. Norris' was so impressed that he has signed to sponsor the Buddy Baker-Bud Moore combination and their Ford No. 15 for the 1976 Winston Cup schedule.



## THE NORRIS PROFESSIONAL WHEEL IN ACTION

NASCAR driving star Buddy Baker and many other NASCAR greats have made the switch to drive on Norris Industries' new Professional Wheel. The lightest one-piece steel stock car wheel produced is just one of hundreds of products manufactured by Norris Industries. Many of these items you depend upon every day.

With 24 plants in the United States, Canada and abroad, we're one of the largest industrial firms in the nation.

If you've never thought about our products, that's only because we make things so well, you seldom have to think about them . . . or us.

### **AUTOMOTIVE PRODUCTS**

Automobile, Mobile Home and Custom Wheels, Wheel Covers, Trim Rings, Stock Car Racing Wheels

### **BOWERS**

Electrical Outlet and Switch Boxes

### **COMPRESSED GAS CYLINDERS**

High Pressure Cylinders and Tanks

### **DEFENSE PRODUCTS**

Cartridge Cases, Projectiles, Rockets, Missiles

### **THERMADOR**

Electric Ranges, Microwave Ovens, Self Cleaning Ovens, Range Hoods and Fans, Space Heaters, Kitchen and Bathroom Ventilators

### **WASTE KING**

Food Waste Disposers, Dishwashers, Char-Glo Broilers

### **ARTISTIC BRASS**

Decorative Bronze Plumbing Fittings, Hardware, Bathroom Accessories

### **PLUMBING FIXTURES**

Tubs, Sinks, Lavatories and Water Closets

### **PRICE PFISTER**

Bathroom Faucets and Shower Fittings, Garden Faucets, Gate Valves, Relief Valves, Brass Sink Traps, Flanges, Elbows, Plugs

### **WEISER/FALCON**

Residential, Commercial and Mobile Home Door Locks, Cabinet and Furniture Hardware



## **NORRIS INDUSTRIES**

5215 South Boyle Avenue  
Los Angeles, California 90058

(213) 588-7111

# Goodyear Reports Good Year For Racing

Despite depressed economic conditions around the world, motor sports enjoyed a surge in attendance of more than half a million fans during the 1975 season, according to figures compiled by Goodyear's Racing Division.

Total attendance for the 163 major races serviced by Goodyear during the year was 6,303,711—up 644,350 from the 1974 total for 160 race dates covered, according to Leo Mehl, the company's director of racing.

Mehl said these figures do not include attendance at literally thousands of short tracks scattered throughout the U. S. and the world that run weekly and, in many instances, twice weekly events.

"And if you could add to this 6,303,711 the millions of racing fans who watched many of the major events on nationwide television broadcasts and listened to radio coverage, the figure would be overwhelming," Mehl pointed out.

A breakdown of the figure shows:

- World's Championship Formula I attracted 1,544,000 fans at races in 14 countries, an increase of 202,000 over 1974's 15-race total of 1,342,000.
- NASCAR's Grand National series led U. S. racing with 1,286,000 for its 31 race dates, vs. 1,243,000 in 1974 for the same number of races.
- USAC's Championship division pulled in 671,000 fans, compared with 636,057 last year, for 12 days of racing. This does not include the four qualifying days at Indianapolis and two days each at Pocono and Ontario.
- SCCA's Formula 5000 series continued its steady climb in attendance with 345,600 fans for nine days of 1975 racing. The Formula 5000 cars drew only 134,300 for eight race days during 1972, the first year Goodyear records were kept.
- All three drag racing sanctioning bodies had healthy 1975 increases. NHRA's total was 446,000 for eight major races, AHRA drew 410,217 for 10 dates and IHRA attracted 370,500 for eight dates—a total of 1,226,717, compared with 930,200 for 1974.
- IMSA's Camel GT series drew 299,600 at 14 races, more than making up for the demise of SCCA's Can-Am series. This was the first year Goodyear recorded the IMSA figures.



ONE OF THE NEW activities of the Goodyear Motor Sports Club. Here's Jackie Stewart answering questions of the club members at their tent set up at Watkins Glen Grand Prix. More than 12,800 members visited the paddocks in 1975.

Mehl said USAC's stock cars drew 162,000 fans and NASCAR's Grand National West added 132,900 to the total, while the USAC Championship dirt division had five 100-mile races with 71,904 fans passing through the gates.

Five days of SCCA Trans-Am racing, which were not a part of scheduled doubleheaders with other types of racing, pulled in 49,050 fans. The series of endurance races, which determine the World Championship of Makes, accounted for 403,000 in nine days of racing scattered around the world.

Mehl said Australia's Tasman series suffered through a very wet summer, with attendance slipping to 111,000 for the eight-race series from 144,500 in 1974.

The Goodyear Tire and Rubber Company's racing tire and point fund programs for 1976 Winston Cup Grand National races has been announced.

Point fund monies for the 1976 season will total \$40,000, divided into two segments of \$20,000 each. Each segment will carry the following awards:

1st—\$7,000; 2nd—\$2,100; 3rd—\$1,800; 4th—\$1,600; 5th—\$1,500; 6th—\$1,400; 7th—\$1,300; 8th—\$1,200; 9th—\$1,100; 10th—\$1,000.

Tires will be distributed at the Winston Cup events to the leading qualifiers on the following basis:

Races for distances of 300 or more miles—First thru fourth qualifier—18 tires; fifth through eighth qualifiers—10 tires; ninth through 12th fastest qualifiers—eight tires.

On the shorter tracks at distances under 300 miles the distribution will be eight tires for first through fifth fastest qualifiers, and sixth through 10th fastest qualifiers, four tires.

The Goodyear Motor Sports Club has launched its 1976 racing activities program like a circus coming out of winter hibernation, using tents for the promotion of the club activities at many of the leading race events.

The club officials are setting up tents for shaded relaxation and free soft drinks at trackside paddocks and these are proving very popular among the club members.

The club kicked off the 1976 season at Riverside International Raceway.



The NASCAR Grand National races would not be complete without the beautiful decorations provided annually by the Union Oil Company of California. It all started back before the change of names from Pure to Union and originated with the Miss Pure Firebird and later was changed to the Union Racestoppers with Bill Brodrick as their guide director.

## UNION RACESTOPPERS and GRAND NATIONALS



Here are a few of the beauties who have represented Union and Pure at Daytona and other tracks throughout the circuit:

(1) The 1975 Union Racestoppers who are due back in full for the 1976 parade at Daytona. Standing (left to right) Misses Jill Flanter, Sharon Maitland and Royette Tarry. Seated in front Misses Linda East and Doshia Wall.

(2) The original group of Racestoppers with Cale Yarborough centered. Left to right Misses Sharon Brown, Ann Romeo, Helen Pollock and Barbara Rucker.

(3) Here's Bobby Allison sharing the spotlight with (left to right) Misses Sharon Maitland, Cheryl Johnson, Royette Tarry and Toy Russell.

(4) Coach Ralph "Shug" Jordan, who retired last year as head football coach at Auburn University, posing with Misses Sharon Maitland and Cheryl Johnson while serving as Grand Marshall at Talladega.

(5) Miss Sharon Brown poses with popular movie and television star and sports car enthusiast, James Garner, at Daytona.

(6) And back before the days of the Racestoppers it was Miss Winkie Louise as Miss Firebird in parade at Daytona.

**U  
76  
UNION**



Glen Wood

David Pearson

Leonard Wood

## Run with the high-performance motor oil David Pearson chooses... Union 20W/50.

To be a winner on the NASCAR circuit, you've got to have a quick machine, and you've got to run it hard.

Mile after mile!

Nobody knows that better than the Wood brothers. So they make sure Number 21 is totally prepared for all the punishment David Pearson can hand out. That's why it never goes on the track without Union 20W/50 motor oil.

Union 20W/50 is formulated to protect engines from extremely high temperatures... which can exist in any car under certain conditions.

In your car, for example,

emission controls, automatic transmission and air conditioning all put extra stress on your motor oil.

And towing a camper or boat, or extended driving at expressway speeds, can make your car run just as hot as a racing machine.

So it pays you to ask for the high-performance motor oil that's tested and certified by NASCAR. Union 20W/50.

David Pearson and the Wood brothers never run without it.

If you're smart, you won't either!



**UNION** 76 **n**

Bobby Allison is planning on trying something a little different this season in hopes of some dramatically different results.

Allison, the popular veteran of 12 seasons of Winston Cup NASCAR Grand National racing, will switch to a sleek, white and black on red CAM2 Motor Oil Special Mercury Montego MX, co-sponsored by First National City Travelers Checks, for a full-scale assault on the 1976 Winston Cup driving title.

The more prolific half of the racing Allison brothers from Hueytown, Ala., is coming off a 1975 season of Winston Cup racing that can hardly be termed unsuccessful. Driving an AMC Matador, that like his 1975 Mercury Montego MX was prepared by Penske Racing, Allison captured four of the most prestigious stock car events—the Southern 500, the Rebel 500, the Winston Western 500, and a 125-mile qualifying race for the Daytona 500, in which he later finished second.

But the successes of last year, rather than giving a feeling of complacency, challenged Allison and the Roger Penske-directed team to go for even greater achievements in 1976.

"We will be participating in the entire 30-race Winston Cup circuit this season."



BOBBY ALLISON'S NEW CAR for the 1976 Winston Cup Grand National campaign—a 1975 Mercury Montego MX prepared by Penske Racing makes its debut for the 1976 Daytona 500.

## Bobby Allison Going For Championship With CAM2 And First National City Travelers Checks Support

said Allison, winner of 47 career Grand National events. "Our goal, besides of course winning as many races as we can, is to win the season driving championship.

"Our feeling is the Mercury has the power and durability to meet the challenge. The results of our testing on the car has, so far, been very favorable."

The car's competition debut will be in stock car racing's classic event, the 18th annual Daytona 500.

"The Matador was one of the best handling cars I've ever driven," said the versatile Allison. "But in the Mercury we saw areas of our program that could be improved."

He added that some of the thinking behind the Matador's handling characteristics will go into the chassis and suspension development of the Mercury. John "Woody" Woodard and Travis Carter, co-managers of the Penske NASCAR effort, anticipate the end result to be a car with maximum horsepower, superior durability and unsurpassed handling.

"Sounds almost too good to be true, doesn't it," said the amiable Allison. "But we'll need every edge we can find this season. The competition for the driving title will be as fierce as it has been in many years." At least eight teams are planning on competing for the championship.

The Mercury is the latest venture in the diversified and highly successful racing organization of Roger Penske, a renowned road racer of the 1960's.

Penske Racing also encompasses a Norton Spirit McLaren piloted by the sensational Tom Sneva on the full United States Auto Club National Championship Trail, and a First National City Travelers Checks Penske PC-3 being campaigned by top-notch newcomer John Watson on the Formula I Grand Prix circuit. Allison also plans to drive a CAM2 Motor Oil Special McLaren in this year's Indianapolis 500, a race Allison led last year.

Allison, a devoted husband and father of four, has been driving for Penske since mid-1974. The winner of more than \$1 million in career prize money also has more than 400 victories to his credit over the years in Grand National, modified and sportsman racing.



BOBBY ALLISON



ROGER PENSKÉ



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**First National City Travelers Checks**

## CHAMP AND RUNNER UP



(1) **RICHARD PETTY** of Randleman, N. C. — Birthdate: July 2, 1931. Wife: Lynette. Children: Kyle, Sharon, Lisa and Rebecca Lane. Petty won his sixth Winston Cup and Grand National crown in 1975. The STP driver scored 13 victories in starting all 30 Grand Nationals for 1975, increasing his total Grand National wins to 177 in 684 starts. His 1975 earnings netted \$42,980 to run his total to \$2,166,958 since his first GN in 1958. Petty had won five Daytona 500's through 1975.

(2) **DAVID (DAVE) MARCIS** of Wausau, Wis. and Awsey's Creek, N. C. Birthdate: March 1, 1942. Wife: Helen. Children: Shawn Mane and Richard. Marcis proved a point in 1975. He has been a contender since joining the GN ranks in 1968, but never had a really great car until 1975. With the K and K Insurance Dodge and Harry Hyde as mechanic, Marcis came in second in GN standings with by far his best year. He finished 18 times in the top 10 for winnings of \$149,202 in 30 starts.

# Winston Cup



Other top leaders in the Winston Cup ranks for 1975:

(3) **JAMES HARVEY HYLTON** of Irman, S. C. Birthdate: Aug. 26, 1935. Wife: Evelyn. One child—James, Jr. Hylton, who started driving in 1964, had his best year in 1975 with 18 finishes in the top 10 for earnings of \$101,141.

(4) **BENNY PARSONS** of Elerbe, N. C. Birthdate: July 12, 1941. Wife: Connie. Two children—Kevin, Keith. Benny started the season with a bang, winning the Daytona 500. Finished fourth in standings with 17 finishes in top 10 for \$140,449—his top money year.

(5) **RICHARD REED CHILDRESS** of Winston-Salem, N. C. Birthdate: Sept. 21, 1945. Wife: Judy. One child—Tina. Work, and plenty of it, paid off for Richard in 1975 with a fifth place finish and 15 finishes in top 10 for earnings of \$64,029. His best year since starting in 1969.

(6) **CECIL OWEN GORDON** of Mills River, N. C. Birthdate: June 20, 1941. Wife: Janet. Two children—Charlene, Douglas. Gordon, who started his GN trail in 1968, turned in his best year in 1975 with 16 finishes in top 10 for \$88,966 winnings and finished 6th in points.

(International Speedway Staff Pictures. Art layout by Ann Smith.)



Make Your Plans Now To Attend:

# THE 20th REBEL 500

## SUNDAY, APRIL 11, 1 P.M.



RICHARD PETTY  
CALE YARBOROUGH  
BUDDY BAKER  
DAVE MARCIS  
BENNY PARSONS

DAVID PEARSON  
BOBBY ALLISON  
DONNIE ALLISON  
DARRELL WALTRIP  
DICK BROOKS

### 1976 ORDER BLANK

DARLINGTON RACEWAY, P. O. Box 500, Darlington, S. C. 29532  
Here are my reservation for the 20th Rebel 500.

TELEPHONE: AREA CODE 803, 393-4041

SUNDAY, APRIL 11, 1976

_____ Robert E. Lee Paddock .....	@ \$18 .....	Total \$ _____
_____ Covered Stand A,		
Row 1-4 .....	@ \$15 .....	Total \$ _____
Row 5-20 .....	@ \$18 .....	Total \$ _____
_____ Uncovered Stand B .....	@ \$12 .....	Total \$ _____
_____ Upper Box Seats .....	@ \$25 .....	Total \$ _____
_____ Lower Box Seats .....	@ \$20 .....	Total \$ _____
		Handling Charge \$ _____ 50
		Total Enclosed \$ _____

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(Please type or print)

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

PERSONAL CHECKS HELD TWO WEEKS

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Inter Bank No. \_\_\_\_\_

BankAmericard Account No. \_\_\_\_\_

Expiration date \_\_\_\_\_

Signature \_\_\_\_\_

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NO MINI BIKES ALLOWED IN INFIELD



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Welcome Race Fans!

We believe the starting lineup today will give you a full day of thrills and excitement which will long be remembered by everyone. We feel today you will see one of the greatest Winston Cup Grand National races this year and certainly one of the most competitive.

On behalf of the officers, staff members and others associated with the Bristol International Speedway, we would like to thank the drivers, who have supported us by racing here, NASCAR, Winston, and each of you--the greatest people in the world!

We hope you will return to the Bristol International Speedway many more times to see some of the finest racing in the world.

If we can be of any assistance to you at any time, please call us.

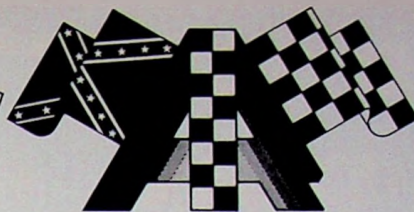
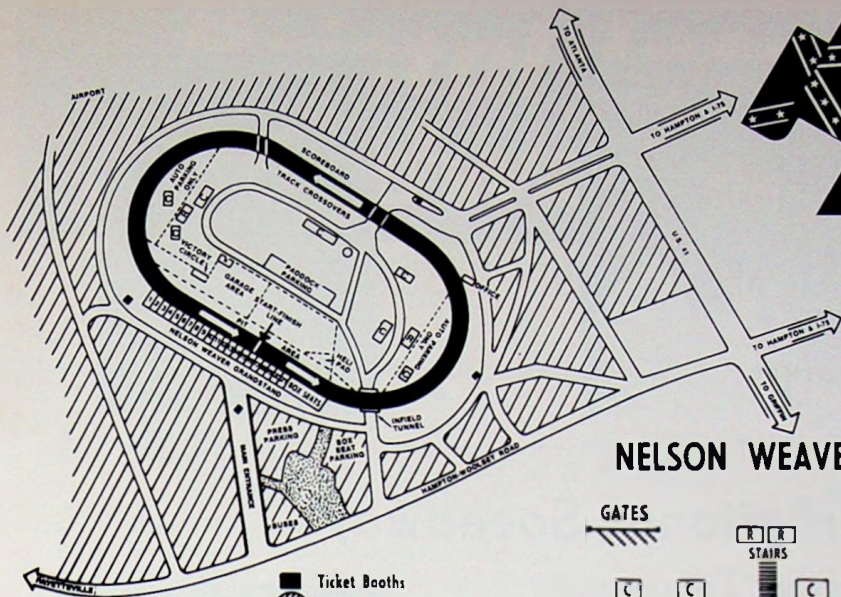
Sincerely,

Larry Carrier  
President & General Manager

Carl R. Moore  
Chairman of the Board

Office of International Hot Rod Association  
*Go All the Way With IHRA*

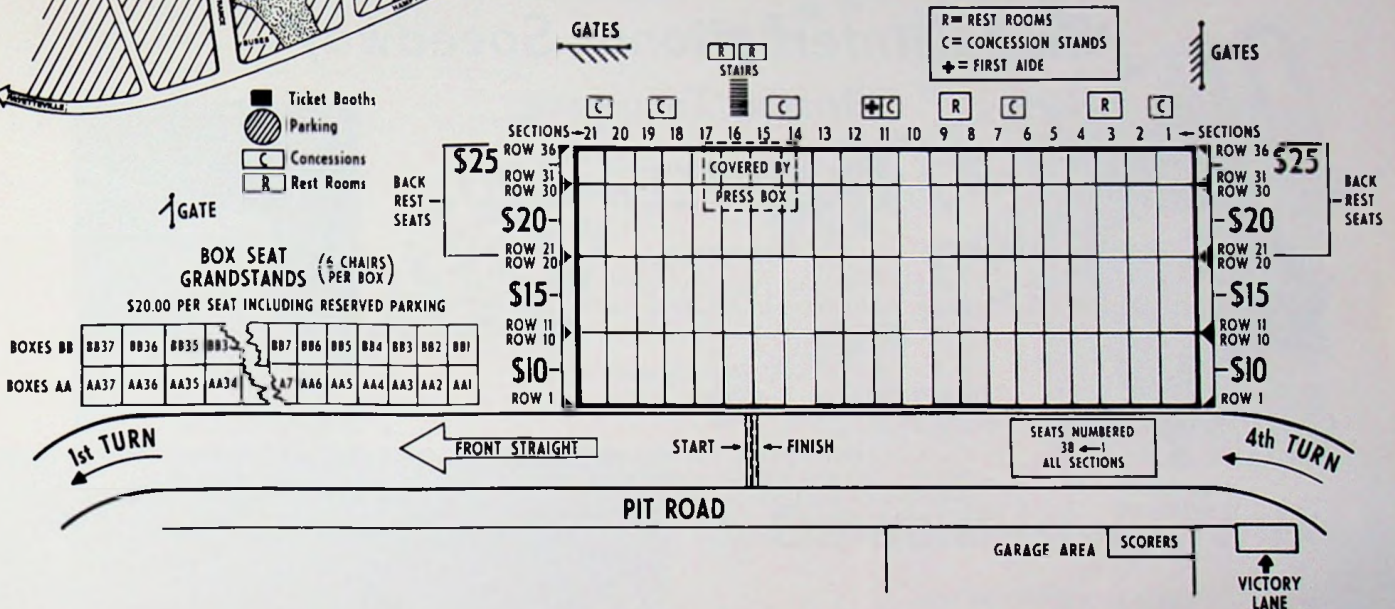




Note: Motor Homes — Dual Wheel Campers — \$10.00, plus infield ticket for each Person. \$5.00 infield parking fee for Pick-up Campers and Vans. Children under 12 are Admitted Free to Infield when accompanied by a Paid Adult. Infield opens at 9:00 A.M. Saturday.

Special Parking Arrangements For Motor Homes, Campers, Automobiles on Infield Start at 9 a.m. Saturday, March 20.

### NELSON WEAVER GRANDSTAND SEATING



**ATLANTA 500**  
**SUN. — 12:30 P.M.**  
**MARCH 21, 1976**

**RESERVED SEAT ORDER BLANK**  
**17th Annual**  
**17th Annual**  
**MAIL TODAY**

**ATLANTA 500**  
**SUN. — 12:30 P.M.**  
**MARCH 21, 1976**

Enclosed is payment by:  Check  Money Order  Credit Card

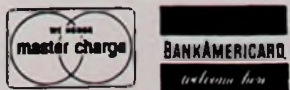
NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

TELEPHONE a/c \_\_\_\_\_ # \_\_\_\_\_

CREDIT CARD TO BE USED (All Master Charge orders must include Inter-Bank Number. Your address must correspond with your credit card address.)



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All ticket orders paid by check require 10 day clearance period. Please make checks or money orders payable to:

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**NELSON WEAVER GRANDSTAND**

(Prices includes taxes)

- Rows 31 - 36 (Back Rests).....@ \$25.00 = \$ \_\_\_\_\_
- Rows 21 - 30 .....@ \$20.00 = \$ \_\_\_\_\_
- Rows 11 - 20 .....@ \$15.00 = \$ \_\_\_\_\_
- Rows 1 - 10 .....@ \$10.00 = \$ \_\_\_\_\_
- Box Seats (Six chairs per box).....@ \$20.00 = \$ \_\_\_\_\_
- Infield .....@ \$ 8.00 = \$ \_\_\_\_\_

Postage & Handling.....\$ \_\_\_\_\_ .50

**TOTAL ORDER** .....\$ \_\_\_\_\_

Automobile infield parking — \$1.00; Pick-up Campers and Vans — \$5.00; Motor Homes, Dual Wheel Campers — \$10.00. (Tunnel clearance 10' 4"). In consideration of other fans, NO SCAFFOLDS or PLATFORMS permitted on Infield. Children, regardless of age, must have ticket in reserved grandstands.



LARRY CARRIER  
President



ROMA MOFFITT  
Office Manager



CARL R. MOORE  
Chairman of Board

## Bristol International Speedway

Bristol, Tennessee

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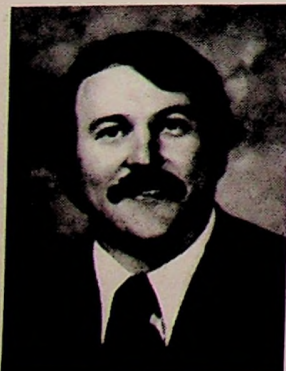
BRISTOL LIFE SAVING CREW, Bristol, Va.-Tenn.

KINGSPORT LIFE SAVING CREW, Kingsport, Tenn.

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Johnson City, Tenn.



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Public Relations Director



FRED MARKWALTER  
Engineer



RICK JONES

# Bristol International Speedway & Dragway

16th Annual "SOUTHEASTERN 400" Schedule

March 14, 1976

- 7:00 A. M.—Gates open.
- 11:45 A. M.—Drivers' meeting in garage area.
- 12:55 P. M.—Parade of visiting cars.
- 1:05 P. M.—Introduction of drivers.
- 1:15 P. M.—Introduction of guests and presentation of fastest qualifying trophy—Carl R. Moore, BIS Chairman of the Board.
- 1:20 P. M.—Invocation
- 1:26 P. M.—"Gentlemen, start your engines."
- 1:27 P. M.—Pace Lap.
- 1:30 P. M.—Start of 16th Annual "SOUTHEASTERN 400" Race.

## AFTER THE RACE

Victory Circle—  
Barney Hall,  
Elkin, N. C.

Trophy Presentation—  
By Speedway Official



13th annual

ALL  
AMERICAN  
nationals  
 Drag  
 Championship  
 SEPT. 24-25-26

## Future Bristol Events

1976

- Spring Nationals —June 18-19-20, 1976
- Volunteer 500 —August 29, 1976
- All American —September 24-25-26, 1976
- Late Model Sportsman—May 31

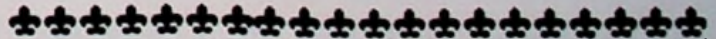
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17th Annual

# WORLD 600

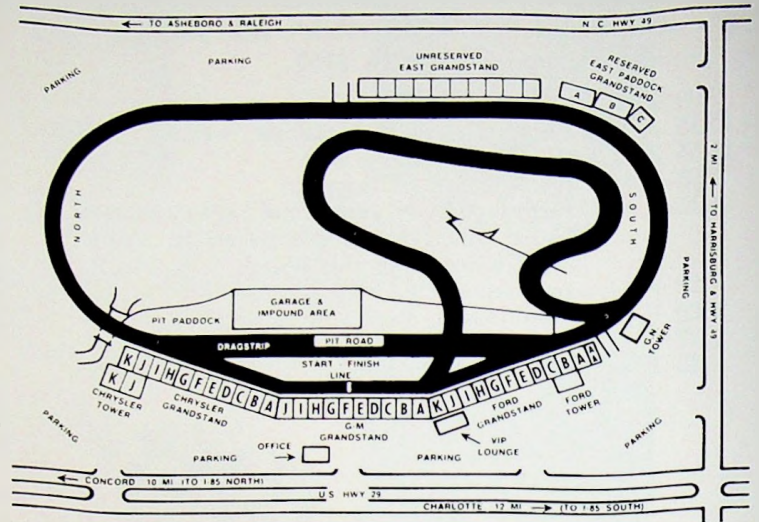
## 600 MILES

## OF RACING ACTION

NASCAR - F. I. A. SANCTION

### Charlotte Motor Speedway

### Sun., May 30, 1976, 12:30 P.M.

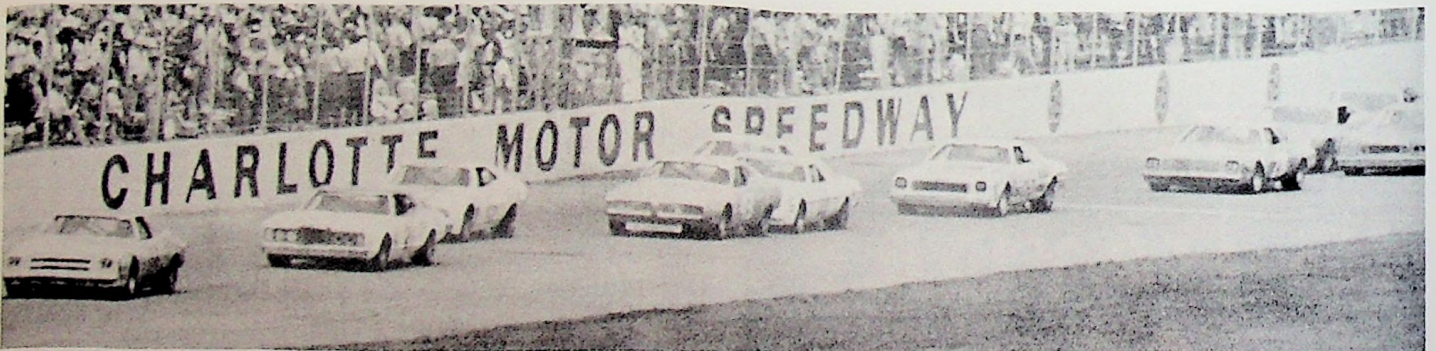


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# SUN., MAY 30



# SUN., MAY 30



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# Probable Entries For The NASCAR Winston Cup G. N. Races

Car No.	Driver/Hometown	Sponsor/Car	Car Owner	Qualifying Speed
00	Bobby Mausgrover, Harrisburg, N. C.	Richmaus Racing/Chevrolet	Cal Richert	
01	Earle Canavan, Ft. Johnson, N. Y.	Kava Instant Coffee/Dodge	Earle Canavan	
04	Gary Myers, Walnut Grove, N. C.	Myers Racing/Chevrolet	Gary Myers	
05	David Sisco, Nashville, Tenn.	Reliable Plumbing/Chevrolet	David Sisco	
06	Neil Castles, Charlotte, N. C.	Castles Racing/Chevrolet	Neil Castles	
2	Bobby Allison, Hueytown, Ala.	Cam2/First National City/Mercury	Roger Penske	
3	Richard Childress, Winston-Salem, N. C.	Kansas Jack/Chevrolet	Richard Childress	
5	Doc Faustina, Las Vegas, Nev.	Faustina Racing/Dodge	Doc Faustina	
7	Dean Dalton, Asheville, N. C.	Belden Asphalt/Chevrolet	Dean Dalton	
8	Ed Negre, Kelso, Wash.	10,000 RPM Equip./Dodge	Norman Negre	
11	Cale Yarborough, Timmonsville, S. C.	Holly Farms Poultry/Chevrolet	Junior Johnson	
12	Neil Bonnett, Hueytown, Ala.	Armor All/Chevrolet	Susan Bonnett	
14	Coo Coo Marlin, Columbia, Tenn.	Cunningham-Kelley Chevrolet/Chevrolet	H. B. Cunningham	
15	Buddy Baker, Charlotte, N. C.	Norris Industries/Ford	Bud Moore	
18	Joe Frasson, Golden Valley, Minn.	Excuse Lounge/Chevrolet	Joe Frasson	
19	Bob Burcham, Rossville, Ga.	Belden Asphalt/Chevrolet	Henley Gray	
20	Rick Newsom, Fort Mill, S. C.	Newsom Racing/Ford	O. L. Newsom	
21	David Pearson, Spartanburg, S. C.	Purolator/Mercury	Glen Wood	
22	Ricky Rudd, Chesapeake, Va.	Al Rudd Auto Parts/Chevrolet	Al Rudd	
24	Cecil Gordon, Mills River, S. C.	Pruette Chevrolet/Chevrolet	Cecil Gordon	
25	Jabe Thomas, Christiansburg, Va.	Thomas Racing/Chevrolet	Don Robertson	
26	Jimmy Lee Capps, Elkton, Fla.	Gray's Guard Service/Chevrolet	David Sellers	
30	Walter Ballard, Charlotte, N. C.	Clyde Lynn Auto/Chevrolet	Katy Ballard	
31	Jim Vandiver, Huntersville, N. C.	Rainer Construction/Dodge	Harry Rainer	
33	Jeff Handy, Charlotte, N. C.	Handy's Transmission/Chevrolet	Handy & Sons	
37	Bruce Jacobi, Indianapolis, Ind.	Opal's Truck Stop/Chevrolet	Opal Voight	
38	Tom Williams, Schertz, Texas	Varnier Realty/Chevrolet	Cathy Williams	
40	D. K. Ulrich, Harrisburg, N. C.	Garden State Auto/Chevrolet	J. R. DeLotto	
41	Grant Adcox, Chattanooga, Tenn.	Adcox-Kirby Chevrolet/Chevrolet	Herbert Adcox	
43	Richard Petty, Randleman, N. C.	STP Corporation/Dodge	Craig A. Nalen	
45	Baxter Price, Monroe, N. C.	Price Racing/Chevrolet	Patsy Price	
46	Travis Tiller, Triangle, Va.	Tiller Racing/Dodge	Virginia Tiller	
47	Bruce Hill, Topeka, Kansas	Howson-Algraphy/Chevrolet	Kathryn Hill	
48	James Hylton, Inman, S. C.	Nitro 9/Chevrolet	James Hylton	
49	G. C. Spencer, Bluff City, Tenn.	Spencer Racing/Dodge	G. C. Spencer	
50	Darrell Bryant, Thomasville, N. C.	Hot Rod Barn/Chevrolet	H. C. Stewart	
52	Jimmy Means, Huntsville, Ala.	Means Racing/Chevrolet	Bill Gray	
54	Lennie Pond, Petersburg, Va.	Pepsi-Cola/Chevrolet	Ronnie Elder	
60	Jackie Rogers, Wilmington, N. C.	Lou Viglione Racing/Chevrolet	Lou Viglione	
61	Joe Mihalic, Pittsburgh, Pa.	Mihalic Racing/Chevrolet	Troy Mihalic	
62		B&B Racing/Plymouth	Richard Bahre	
64	Tom Gale, McKeesport, Pa.	Langley Racing/Ford	Elmo Langley	
66	Terry Link, Daytona Beach, Fla.	Fire Fighters Local 1162/Pontiac	Mike Link	
67	Buddy Arrington, Martinsville, Va.	Arrington Racing/Dodge	Buddy Arrington	
69	Bill Polich, Dana Point, Calif.	Bridal Veil Lumber/Chevrolet	Hershel McGriff	
70	J. D. McDuffie, Sanford, N. C.	McDuffie Racing/Chevrolet	J. D. McDuffie	
71	Dave Marcis, Wausau, Wis.	K&K Insurance/Dodge	Greg Mosher	
72	Benny Parsons, Ellerbe, N. C.	Kings Row Fireplace Corp./Chevrolet	L. G. DeWitt	
76	A. J. Reno, Dawsonville, Ga.	ACME Garage/Ford	George Avery	
77	Bill Champion, Norfolk, Va.	Champion Racing/Chevrolet	John Ray	
78	Richard Skillen, Raleigh, N. C.	Skillen Racing/Chevrolet	Thomas Goff	
79	Frank Warren, Harrisburg, N. C.	Rossmeyer Dodge/Dodge	Frank Warren	
82	Ferrel Harris, Pikeville, Ky.	Rossmeyer Dodge/Dodge	Ferrel Harris	
88	Darrell Waltrip, Franklin, Tenn.	Gatorade/Chevrolet	DiCard Racing	
90	Richard Brooks, Porterville, Calif.	Truxmore Industries/Ford	Junie Donlavey	
91	Harold Miller, Emerson, Ga.	Miller Racing/Chevrolet	Debra Miller	
92	Skip Manning, Bogalusa, La.	Stratagraph, Inc./Chevrolet	Billy J. Hagan	
94	Bill Osborne, Rialto, Calif.	Osborne Racing/Chevrolet	Mike Kord	
99	Jim Fleming, Bellevue, Ohio	Fleming Racing/Chevrolet	Jim Fleming	
	Bill Hollar, Burlington, N. C.	Velvet Touch Furniture/Chevrolet	Bill Hollar, Jr.	
		Adams Automotive/Chevrolet	Tom Adams	

# David Pearson Nudges Petty In Stunning Daytona Finish

By RANDY LANEY  
State Sports Writer

DAYTONA BEACH, Fla. — David Pearson wrestled his battered Mercury past the stalled remains of Richard Petty's Dodge and won Sunday's 18th annual Daytona 500 after stock car racing's biggest stars wrecked 1,200 feet from the finish.

In the most spectacular super-speedway finish in the history of NASCAR's Grand National division, the giants of the sport rattled the concrete Daytona International Speedway wall after twice tangling in the final turn of the 200-lap race over a 2.5-mile trioval.

Suddenly, the two men who'd been waging a fierce battle for the lead found themselves desperately struggling for survival as their cars fishtailed at over 180 miles an hour and rammed the wall head-on.

Petty locked the brakes as his front-running machine spun to a halt on the grass track apron and stalled just 25 yards from victory. Pearson's mount came across the pit road entrance where it clipped Joe Frasson's Chevrolet, then spun to a stop some 500 feet from the finish line.

But Pearson kept his car's engine running by engaging the clutch and revving the engine during his spin. Then, informed by a radio hook-up with his Wood Brothers pit crew that Petty hadn't finished, Pearson shifted to low gear and limped to the checkered flag as Petty struggled to move his car by turning the starter while in high gear.

Pearson yielded first place with 12 laps to go, then used the draft of a slower car to sling inside Petty and into the lead en-



DAVID PEARSON

tering turn three on the last lap. Petty immediately cut left and pulled alongside, admittedly bumping doors as he nosed ahead through turn four.

Suddenly, Petty's right-rear fender and Pearson's left-front kissed, knocking both out of control and triggering the wild action that stunned a record crowd of more than 100,000, plus a national television audience.

Miraculously, both Pearson and Petty escaped unscratched, but two drivers involved in a three-car wreck on lap 117 were less fortunate.

John Ray, whose Chevy spun and was T-boned by Skip Manning's Dodge after sliding in oil deposited by Ramo Stott's pole-winning Chevy, was hospitalized in serious but stable condition with a fractured vertebra, four broken ribs, a broken collarbone and a slight puncture of his left lung.

Doctors reported Sunday night that the Alabama driver was conscious, in traction, responding to treatment and expected to be okay. Manning was treated for a cut chin, bruises and contu-

sions and released from the infirmary.

There were no other serious accidents although seven caution flags waved 35 laps, slowing Pearson's winning pace.

Petty, who has scored five triumphs in this prestigious event which no other driver has won more than once, was credited with second place. Benny Parsons, last year's surprise winner when Pearson wrecked less than three laps from the finish, finished a lap back in third after his swift Chevy was slowed by engine problems.

Ten drivers swapped the lead 36 times in pacing a 42-car field. Pearson led eight times for 36 laps, Petty five for 38 and Parsons three for 16.

1. David Pearson, Mercury, 200 laps, \$46,800, 152.181 m.p.h.
2. Richard Petty, Dodge, 199, \$35,750.
3. Benny Parsons, Chevrolet, 199, \$23,680.
4. Lennie Pond, Chevrolet, 198, \$16,890.
5. Neil Bonnett, Chevrolet, 197, \$14,000.
6. Terry Ryan, Chevrolet, 196, \$13,800.
7. J. D. McDuffie, Chevrolet, 193, \$11,260.
8. Terry Bivins, Chevrolet, 193, \$9,665.
9. Richard Childress, Chevrolet, 191, \$8,990.
10. Frank Warren, Dodge, 190, \$8,340.
11. Bud Arrington, Dodge, 189, \$6,720.
12. Salt Walther, Chevrolet, 187, \$5,880.
13. Ed Negre, Dodge, 185, \$5,310.
14. (tie) Joe Frasson, Chevrolet, 183, \$4,450.
- Jackie Rogers, Chevrolet, 183, \$4,450.
16. Jim Hurtubise, Chevrolet, 180, \$3,975.
17. Joe Mihalic, Chevrolet, 159, \$3,575.
18. Cecil Gordon, Chevrolet, 158, \$3,160.
19. D. K. Ulrich, Chevrolet, 151, \$2,980.
20. Roy Smith, Chevrolet, 148, \$2,690.
21. Coo Coo Marlin, Chevrolet, 147, \$3,345.
22. A. J. Foyt, Chevrolet, 143, \$4,600.
23. James Hylton, Chevrolet, 138, \$2,785.
24. Jimmy Lee Capps, Chevrolet, 133, \$2,090.
25. Bobby Allison, Mercury, 123, \$5,905.
26. Ramo Stott, Chevrolet, 113, \$6,830.
27. Dave Marcis, Dodge, 112, \$7,895.
28. John Ray, Chevrolet, 111, \$2,270.
29. David Sisco, Chevrolet, 110, \$2,020.
30. Skip Manning, Dodge, 107, \$1,835.
31. Dick Skillen, Chevrolet, 99, \$1,770.
32. Darrell Waltrip, Chevrolet, 87, \$7,575.
33. Buddy Baker, Ford, 83, \$7,600.
34. David Hobbs, Chevrolet, 68, \$1,900.
35. Tighe Scott, Chevrolet, 58, \$2,340.
36. Bruce Hill, Chevrolet, 43, \$1,725.
37. Tom Williams, Chevrolet, 41, \$1,615.
38. Dick May, Chevrolet, 36, \$1,490.
39. Earl Ross, Chevrolet, 28, \$2,025.
40. Jimmy Means, Chevrolet, 20, \$1,600.
41. Dick Brooks, Ford, 5, \$2,600.
42. Cale Yarborough, Chevrolet, 1, \$4,725.

# Joe Millikan Wins Daytona Permatex 300

By RANDY LANEY  
State Sports Writer

DAYTONA BEACH, Fla. — Joe Millikan, 25-year-old protege of stock car racing king Richard Petty, capitalized on the shrewdness of his Petty Enterprises pit crew to win a 300-mile sportsman race Saturday at Daytona International Speedway.

Millikan, who works in the engine room of Petty's plant at Randleman, N. C., drove his Dodge home 8½ seconds ahead of Ray Hendrick. Fellow Chevrolet drivers L. D. Ottinger and Darrell Waltrip placed third and fourth, while Greenville's Johnny Allen finished a lap behind in a fifth-place Ford.

A three-car battle for the lead ended 20 laps from the finish of the 120-lap chase over a 2.5-mile trioval when Hendrick and Waltrip pitted for fuel and tires, leaving Millikan

alone in first place.

When Millikan made his final pit stop a lap later, the Petty crew saved considerable time by electing not to change tires, resulting in a comfortable lead which Millikan maintained the rest of the way.

Millikan, who began driving asphalt short tracks four years ago but had competed in only three previous superspeedway races, completed Saturday's event at an average speed of 145.828 miles per hour despite three caution flags that waved for 19 laps.

The first slowdown came after Jim Walker's Chevy slammed savagely into Larry Schild's skidding Chevy in the second turn on lap 32. Both were admitted to Halifax Medical Center, Schild suffering a fractured left leg and slight concussion and Walker sustaining a fractured left knee.

The second caution flag waved on

lap 60 when Lonnie Pond's front-running Chevy dumped its engine on the backstretch directly in front of Millikan, Hendrick and Ottinger (NASCAR's 1975 sportsman division point champion).

The final yellow flag appeared eight laps later when Terry Mock's Ford wrecked on the frontstretch. A. C. York spun his Mercury on the grass apron to avoid contact, kicking up a dust cloud which blinded oncoming traffic and caused wrecks by Sam Ard's sixth-place Chevy and Chet Williams' also-ran Ford. Williams was hospitalized for x-rays of a bruised knee.

A tight, six-car pack pulled well ahead of the field after only 10 laps of competition. But Jack Ingram, who nipped Millikan to win this race last year, soon faded and eventually parked his overheating Chevy.

# Only Pearson, Petty Know What Happened In Daytona 500

By RANDY LANEY  
State Sports Writer

DAYTONA BEACH, Fla. — Only David Pearson and Richard Petty know exactly what happened on the last lap of Sunday's wild Daytona 500.

And even they couldn't agree totally despite viewing several closed-circuit reruns of their collision which left Pearson the winner, Petty the runner-up and both cars junk heaps.

They concurred that, after momentarily losing the lead, Petty drifted high between turns three and four of Daytona International Speedway and bumped Pearson broadside as both briefly lost control.

But opinions differed somewhat as they attempted to describe what happened seconds later when, exiting turn four 1,200 feet from the finish line, they tangled, fishtailed, rammed a concrete wall and spun to halts—

Pearson some 500 feet from victory but still running, Petty only 25 yards shy of the win but stalled.

"I think he hit me first, but it happened so fast I really don't know," conceded Pearson, whose crippled Mercury limped in low gear past Petty's Dodge for the triumph. "I know he wouldn't have done it for meanness.

"I was high as I could get without hitting the wall. Richard hit me about the time I hit the wall," said Pearson. "then I came off the wall and hit him.

"I still believe in Richard—I'd run with him anytime," Pearson added. "He said he was sorry and that he hated it happened, and I told him not to worry about it."

Petty accepted responsibility for the initial contact but described the eventual collision as an entirely separate incident.

"I apologized for hitting him in the corner, not for the final crash," said the six-time NASCAR Grand National point champion and five-time Daytona 500 winner.

"David passed me going into the third turn. I was in the high groove running wide open and he was down low. He had to let off and slid up in front of me, so I turned left and pulled alongside him on the low side.

"My car broke loose and hit him, and that broke his car loose. I got almost completely by him and got squared away. We both regained control for about one-third of the way through the turn.

"After that, he actually spun me out," Petty said. "He hit me coming off the fourth turn. When David got in the wall my car went sideways. At that point I didn't give a damn if I ever crossed the finish line.

"As long as I kept it sliding straight, I was okay. But I overcorrected and ran myself into the wall. I just lost it, then I locked the brakes. Once we

got stopped, it was a matter of who could get going again first."

Pearson, who prevented his car from stalling by engaging the clutch and accelerating while spinning, collided with Joe Frasson's Chevy on pit road before spinning to a stop.

"I thought Richard was going to beat me all along, especially when he got back in the lead after I used the draft of a slower car to pass him," Pearson said. "After we wrecked, I was wondering where Petty was. They told me on the radio that he hadn't crossed the finish line, so I pulled it in low gear and got going. I couldn't run but 15 or 20 miles an hour, and it seemed like a mile 'til I went past Richard and got the checkered flag."

As Pearson completed a victory lap in his battered machine and coasted down pit road, Petty's brother Maurice hitched a ride in the window opening on the driver's side, demanding to know what happened. Then Richard rushed to the scene.

"I wanted to find out what was going on, because I didn't want my crew getting mad at David," Petty explained. "He (Pearson) told them what had happened, and I told him I was sorry.

"If I have anything to be mad at, I'm mad at myself. I can't be mad at anyone else."

# Parsons First In IROC Race

## Benny Blocks A. J. Slingshot In Close Finish

Daytona Speedweeks

By ED HINTON  
Sentinel Star Staff

DAYTONA BEACH — "You coulda taken nine rookies and given them the cars and they would have brought back scrap."

Benny Parsons was talking about nine identically prepared Camaros.

Friday morning, he drove one of them to victory in the 100-mile final race of the International Race of Champions series. And he figured that if any one driver had not been a bona fide champion, there would have been a lot of trouble on the high banks of Daytona International Speedway.

Parsons held off A. J. Foyt and Mario Andretti at the finish line by dropping low on the front straightaway and cutting off Foyt's attempt to slingshot.

For his second place finish, however, Foyt collected enough points to take the overall IROC championship and \$50,000.

In a race that upstaged last year's incredible scramble, the Camaros often ran in two or three groups three abreast, and occasionally ran four abreast.

Last year there were 12 official lead changes. This year's race exactly doubled that: 24 official changes. And, counting lead changes that were not counted by the scorers because they did not last long enough to count for a lap lead, there were 53 lead changes in all Friday.

Parsons, who led the final six laps, was the only driver who led more than three laps.

And in the final stages, Parsons didn't particularly want to be in front due to the possibility of

other drivers drafting by him at the finish.

Asked where he DID want to be, Parsons said, "I really didn't know. You look back and see A. J. Foyt, Al Unser, Mario Andretti—Where IS the place to be?"

"When Benny ducked a little bit low (at the finish) it kinda caught me off guard, and then Andretti came flying right by both of us," Foyt said. "I was lucky to get back up to second place, hooking onto Benny's draft."

The Foyt and Parsons cars, hooked together in the draft, were able to pull back ahead of Andretti, but by that point Foyt was cut off.

"It's just a tough series—that's all there is to it," Foyt continued. "If you're there at the right time, that's fine. But if you're not, you're hurtin'."

David Pearson finished fourth and Al Unser fifth. Brazilian Emerson Fittipaldi was sixth after he blew an engine with four laps to go. Others who suffered mechanical failure included Bobby Allison, seventh, Bobby Unser and Brian Redman.

Andretti ended up second in the final point standings. Then came Parsons, Allison, Pearson, Al Unser, Bobby Unser, Fittipaldi, Redman, Richard Petty, James Hunt and Jody Scheckter.

Petty, Hunt and Scheckter were eliminated from the series at earlier races at Brooklyn, Mich., and Riverside, Calif.

Foyt, who had been hesitant to drive in the series this year, was asked if he was glad now that he did.



BENNY PARSONS



A. J. FOYT

"Anytime you make close to \$50,000, anybody's a damn liar if he says he's not," Foyt laughed. "The only reason I hesitated was that I said give everybody else a shot at it. But they said that's not the way it is—it's for the world's top drivers, and they put me on that list. I never thought I was any better than anybody else."

The series, now three years old, was started as a series for television. Videotape of Friday's race will be shown on ABC's Wide World of Sports today.

# STRONG CONTENDERS FOR SEASON

Here are some other drivers that rank as threats for the 1975 season:

- (1) DAVID WISHART HOBBS, the Englishman who has competed in just about everything else, is taking his first fling at Winston Cup GN competition, driving a Coca-Cola sponsored Chevelle. In addition to Grand Prix and Indianapolis events, Hobbs won the Formula 5000 championship twice in 1974 and 1975. Could be outstanding in GN racing.
- (2) ANTHONY J. FOYT of Houston, Texas. Birthdate: Jan. 16, 1935. For A. J. Foyt the 1975 season was not his best in NASCAR competition. He only entered seven races. But A. J. definitely ranks as one of America's all-time greats with three Indianapolis wins. He won the Daytona Firecracker twice in 1964 and 1965 and the Daytona 500 in 1972.
- (3) GROVER CLIFTON (G. C.) SPENCER of Jonesboro, Tenn. Birthdate: July 9, 1925. Wife, Faye. Four children—Dianna, Carolyn, Terry and Jane. One of the real "Old Timers" of GN competition. Started in 1958, but has limited appearances in recent years. Entered only nine events in 1975.
- (4) CLARENCE HENLEY GRAY, Rome, Ga. Birthdate: Jan. 12, 1933. Wife, Jean. Three children—Steve, Pam and Cheryl. Has been racing in GN circuit since 1964, but limited in past two years. Entered only eight races for 1975.

- (5) DAREL DIERINGER of Charlotte, N. C. Birthdate: June 1, 1926. Retiring from GN competition after 1968 season, Darel returned for one race in 1974 and four events in 1975. Was most popular driver in 1966. Biggest win was Darlington (Southern 500) in 1966 with \$20,900.
- (6) NEIL (SOAPY) CASTLES, Charlotte, N. C. Birthdate: Oct. 1, 1934. A former Grand National East champion, Castles limits his racing, but entered seven events in 1975. Started in 1957.
- (7) RICKEY LYLE (RICK) NEWSOM of Fort Mill, S. C. Birthdate: March 19, 1950. Wife, Karen. Rick's 1975 action was limited to 10 races with earnings of \$9,370. Started racing on limited basis in 1972.
- (8) RANDY TISSOT, Asheville, N. C. Comparative newcomer in GN competition. Entered seven races in 1975. Was 29th in Daytona 500, 29th in Rebel 500, 28th in Winston 500, 16th in Firecracker 400, 15th in Southern 500, 15th in Delaware 500.

(International Speedway Staff pictures. Art layout by Ann Smith.)



## NASCAR'S TOP FAVORITES

Here are NASCAR'S top favorites of the different divisions for the 1975 racing season:  
(1) Richard Petty of Level Cross, N. C., six-time winner of the Grand National Circuit crown by taking top honors in the 1975 Winston Cup campaign, was again named as the most popular driver of the Grand National Circuit.  
(2) Ray Hendrick of Richmond, Va., veteran of the NASCAR sportsman-modified ranks for many, many years, was selected as the most popular driver of the sportsman division.

(3) For the eighth consecutive year, Ray Elder of Caruthers, Ca., was named as the most popular driver of the Winston Western Grand National Division and also won the championship again.

(4) For the second consecutive year, Richie Evans of Rome, N. Y., was selected as the most popular driver of the NASCAR modified division. He won the championship in 1973, but Jerry Cook captured the title in 1971, 1972, 1974 and 1975.  
(International Speedway Photos)



**MOST  
POPULAR  
1975**

# LAP CHART

KEEP A LAP RECORD OF THE RACE

Laps	1st	2nd	3rd	4th	5th	Average Speed
10	_____	_____	_____	_____	_____	_____
20	_____	_____	_____	_____	_____	_____
30	_____	_____	_____	_____	_____	_____
40	_____	_____	_____	_____	_____	_____
50	_____	_____	_____	_____	_____	_____
60	_____	_____	_____	_____	_____	_____
70	_____	_____	_____	_____	_____	_____
80	_____	_____	_____	_____	_____	_____
90	_____	_____	_____	_____	_____	_____
100	_____	_____	_____	_____	_____	_____
110	_____	_____	_____	_____	_____	_____
120	_____	_____	_____	_____	_____	_____
130	_____	_____	_____	_____	_____	_____
140	_____	_____	_____	_____	_____	_____
150	_____	_____	_____	_____	_____	_____
160	_____	_____	_____	_____	_____	_____
170	_____	_____	_____	_____	_____	_____
180	_____	_____	_____	_____	_____	_____
190	_____	_____	_____	_____	_____	_____
200	_____	_____	_____	_____	_____	_____
210	_____	_____	_____	_____	_____	_____
220	_____	_____	_____	_____	_____	_____
230	_____	_____	_____	_____	_____	_____
240	_____	_____	_____	_____	_____	_____
250	_____	_____	_____	_____	_____	_____
260	_____	_____	_____	_____	_____	_____
270	_____	_____	_____	_____	_____	_____
280	_____	_____	_____	_____	_____	_____
290	_____	_____	_____	_____	_____	_____

Laps	1st	2nd	3rd	4th	5th	Average Speed
300	_____	_____	_____	_____	_____	_____
310	_____	_____	_____	_____	_____	_____
320	_____	_____	_____	_____	_____	_____
330	_____	_____	_____	_____	_____	_____
340	_____	_____	_____	_____	_____	_____
350	_____	_____	_____	_____	_____	_____
360	_____	_____	_____	_____	_____	_____
370	_____	_____	_____	_____	_____	_____
380	_____	_____	_____	_____	_____	_____
390	_____	_____	_____	_____	_____	_____
400	_____	_____	_____	_____	_____	_____
410	_____	_____	_____	_____	_____	_____
420	_____	_____	_____	_____	_____	_____
430	_____	_____	_____	_____	_____	_____
440	_____	_____	_____	_____	_____	_____
450	_____	_____	_____	_____	_____	_____
460	_____	_____	_____	_____	_____	_____
470	_____	_____	_____	_____	_____	_____
480	_____	_____	_____	_____	_____	_____
490	_____	_____	_____	_____	_____	_____
500	_____	_____	_____	_____	_____	_____

Name of Winner \_\_\_\_\_

Type Car \_\_\_\_\_ Date \_\_\_\_\_

Name of Race \_\_\_\_\_ Distance \_\_\_\_\_

No. Cars Start \_\_\_\_\_ No. Cars Finish \_\_\_\_\_

Time of Race \_\_\_\_\_

Average Speed \_\_\_\_\_

Fastest Qualifier \_\_\_\_\_

Average Speed \_\_\_\_\_

# AMONG THE GRAND NATIONALS

(1) **DONNIE ALLISON** of Hueytown, Ala. Birthdate: Sept. 7, 1939. Wife, Pat. Four children—Pam, Kenny, Ronald, Donald. Opened the 1975 season by taking the pole position for Daytona 500 in DiGard car prepared by Mario Rossi, but problems plagued his season. Donnie is former Firecracker 400 winner. Racing in GN since 1966 has earnings of \$453,533. Won six GN events.

(2) **RICHIE PANCH** of Daytona Beach, Fla. Birthdate: May 28, 1954. Single. The youngest driver in GN competition and runner up for Rookie of the Year honor in 1974. Finished in top 10 ranks four times in 14 races last year for \$26,085 earnings. Son of popular retired GN Driver Marvin Panch and wife, Betty.

(3) **JIM VANDIVER** of Charlotte, N. C. Birthdate: Dec. 13, 1939. Competing in limited races since 1968. Finished second in first Talladega 500 in 1969. Entered 13 races in 1975 with \$24,200 earnings.

(4) **GRANT ADCOX** of Chattanooga, Tenn. Birthdate: Jan. 2, 1950. Married, Hilda. One of youngest GN drivers and veteran of modified-sportsman competition. Entered 11 races for 1975 with \$16,540 earnings.

(5) **JOE MIHALIC**, Pittsburgh, Pa. Birthdate: Nov. 8, 1926. Started racing in GN in 1974 after term as mechanic. Entered 10 races in 1975 with \$12,910 winnings.

(6) **JOE FRASSON**, Golden Valley, Minn. Birthdate: Sept. 3, 1935. Wife, Janice. Three children—Nancy, Jeannie, Suzie. Has been racing in limited number of events since 1969. Only entered 10 races for 1975. Jovial and well liked.

(7) **JOHN RAY** of Eastaboga, Ala. Birthdate: March 25, 1937. In his bid for Rookie of the Year for 1976. Ray will have the support of thousands of fellow truckers throughout the country. He established a world closed-course speed record for trucks at Talladega's Alabama Int. Speedway at 92.085 miles per hour.

(8) **JACKIE ROGERS** of Wilmington, N. C. Birthdate: May 6, 1943. Wife, Mary Sue. Two children—Susan Renee and Debbie Marie. Started GN racing in 1974 with 23 events, but limited 1975 action to eight starts. Veteran of Late Model Sportsman division.

(International Speedway Staff Pictures. Art layout by Ann Smith.)

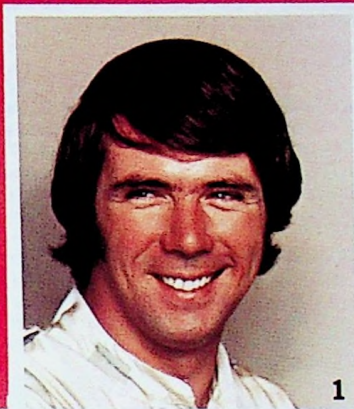


# Winston

(1) DARREL WALTRIP, Franklin, Tenn. and Daytona Beach, Fla. Birthdate: Feb. 5, 1947. One of NASCAR's most promising stars. Has new sponsor in DiGard and Gatorade. Joined GN circuit in 1972. Had best year in 1975 with two victories at Nashville and Richmond. Finished in top 10 fourteen times in 28 races for \$100,191 winnings.

(2) ELMO HARRELL LANGLEY of Charlotte, N. C. Birthdate: Aug. 22, 1929. Wife, Nancy. Four sons—Elmo, Jr., Raymond, Billy, Steven. The "old pro" of the GN circuit. Has been competing in GN since 1955. Has two GN victories to credit. Finished in top 10 eight times in last nine years.

(3) WILLIAM CALEB (CALE) YARBOROUGH of Timmonsville, S. C. Birthdate: March 27, 1939. Wife, Betty Jo. Three children—Julie Anne, Kelly and Betty Jo. One of the top all-time GN drivers with earnings beyond a million dollars. Has won 31 races of 283 entered and finished among top 10 drivers 145 times. Won three of 27 entered in 1975 for \$139,257 earnings.



(4) RICHARD (DICK) BROOKS of Spartanburg, S. C. and originally from Porterville, Ca. Divorced. One child—Stacy. Birthdate: April 14, 1942. Had best year in 1975 with 15 top 10 finishes in 25 races for \$76,817. Sponsored by Trueman Industries of Richmond. Drives for Junior DonLavey.

(5) WALTER H. BALLARD of Houston, Texas. Birthdate: Jan. 12, 1933. Finished 11th in GN standings for year with earnings of \$41,762. Racing in GN since 1971. His best helper building his cars is pretty wife, Katy. Has been headquartering in Charlotte.

(6) FRANK WARREN of Harrisburg, N. C. and originally from Springfield, Mass. Birthdate: Sept. 8, 1937. Wife, Susan. Five children—Frank, Jr., Tony, Judy, Nancy and Leslie Leigh. Has been racing in GN circuit since 1963. Past year (1975) was slightly his best.

(International Speedway Staff pictures — Art layout by Ann Smith)

# Cup

# Lennie Pond Gets New Sponsor - Pepsi Cola

By RANDY HALLMAN

Richmond (Va.) News Leader Sports Writer

Step aside Horatio Alger, make room for Lennie Pond.

If there's ever a story of hard work paying off, Lennie, the Grand National driver from Petersburg, Va., has written it. As he begins his fourth year of full-time Grand National racing he has the kind of financial backing that is every race car driver's dream.

The news came, appropriately enough, just around Christmas. First he picked up a major sponsorship from Pepsi-Cola, then the Pond racing team added support from a second Santa, a Prestonsburg, Ky., coal-mining magnate H. B. Ranier, Jr.

The exact figures haven't been released—and probably won't be precisely known until the season is over—but Pond can count on more than a quarter of a million dollars total to back his racing effort this season.

If there's any driver who knows it takes strong financial support to win races it's Lennie Pond. He found that out when he was just a youngster running in the soap-box derby.

"We won the Petersburg derby with our little wooden car and thought we were hot stuff," recalls Pond, "but when we got to the national finals in Akron, we found out what we were up against. Some of those things were aerodynamically engineered and had bent the rules in every way possible. They had to be spending several hundred dollars on them. We could see we didn't have a chance."

Pond wasn't quite so naive when he went into Grand National racing full time in 1973. After all, he had been racing in the highly-competitive Virginia-Carolina Late Model Sportsman circuit, and he could tell that even the drivers with the greatest skills needed top-flight equipment if they were going to compete.

Pond more than held his own against the fierce Late Model competition, winning several major races and twice reigning as Virginia state champion.

It was after that second state LMS championship that he made the decision to move up to Grand National competition.

Lennie could have tried to creep in a little at a time, running cast-off equipment and picking up experience in slower cars, but that wasn't his style. Besides, he didn't see the future in it. "I wanted people to know right away that I was serious about the sport," he remembers. "I figured I'd do everything possible to run up front."

Things started badly for the Petersburg driver in the canary-yellow Chevrolet. En route to Daytona for his first race in February, 1973 he ran into a freak snowstorm and spent days marooned in a South Carolina motel. When he finally dug himself and his team out, they made the Daytona International Speedway just in time to run in one of the 125-mile qualifying races, and Lennie missed making the Daytona 500 field by just one position. It was a bitter disappointment, but this modern-day Horatio Alger wasn't about to give up.

He came back racing hard, and despite a series of mechanical problems, he kept showing up and putting his Chevy well up in the time trials and running as near to the front as he possibly could.

"We picked up a partial sponsorship from Master Chevrolet," said Pond, "but it was pretty clear that we were losing money. But we didn't give up. We kept getting the best equipment we possibly could, and running as hard as we could."

Toward the end of the season, the work and experience began to pay off. The number 54 began to show up more and more often in the top 10, and soon it was apparent that he was the only rookie who could challenge flashy young Darrell Waltrip.

Pond, 33 years old, balding and soft spoken, was far from the image of the charged-up Waltrip, but on the track he gave the young Tennessean all he could handle.

Waltrip managed to wrangle a spot on one of the established "hot dog" teams, but Pond continued to show up with his immaculate self-prepared yellow car and go with Waltrip wheel-to-wheel. Perhaps the deciding factor for the Rookie-of-the-Year title came late in the season at Pond's home track in Richmond, Va.

At the time, it looked like a disaster. Both Pond and Waltrip were caught in a terrifying wreck early in the race. Neither was injured, but Pond's car was burned to a crisp and Waltrip's Ford was mangled.

Before the sun went down that day, Pond and his crew of family and friends had begun to go to work, scraping off the burnt paint, inspecting the frame and roll cage for structural damage, replacing the charred wiring.

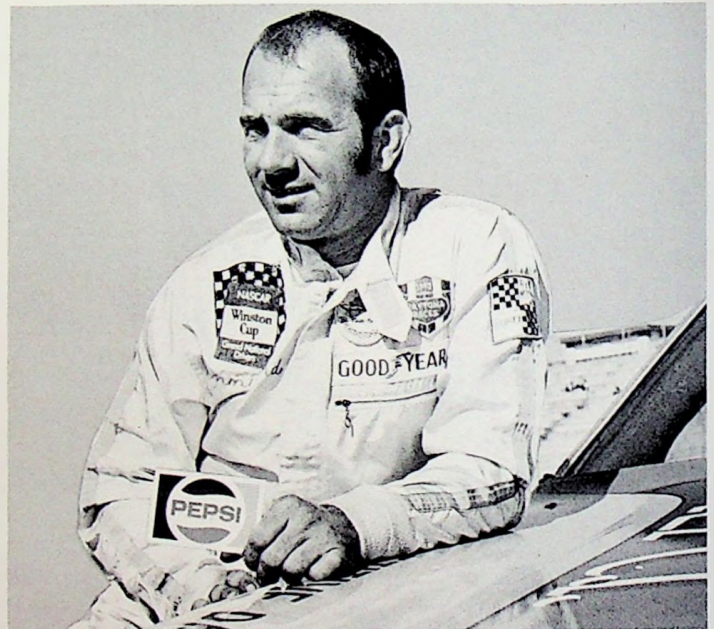
Five days later, Pond surprised a lot of people when he towed his gleaming race car into the Dover Downs International Speedway

and qualified 12th fastest for the Delaware 500. Waltrip, despite having an established team maintaining his car, was nowhere to be seen.

That Sunday Pond drove one of his finest races ever, conserving his car and then charging over the final miles to finish ninth. It was one of his nine top ten finishes that first season, and it certainly had to be a factor when NASCAR officials voted him Rookie-of-the-Year in one of the closest votes in the history of Grand National racing.

"We talked to a lot of people that winter," Pond recalls, "but we couldn't convince anyone to sponsor us. They all wanted a winner, and it was hard to explain that in order to win we had to have some major financial backing. We just had to go out that second season and try to convince them that we were capable of winning."

The next year was a good one for Pond. He had built up one of the strongest followings on the circuit and bus loads of Lennie Pond Fan Clubbers followed him to nearly every track. He picked up where he had left off the year before. In six different races he led and he recorded five top-five and 11 top-10 finishes. He earned nearly twice as much as he had the year before—\$41,405. He suffered major setback, a broken shoulder at Pocono in a mid-season wreck. Characteristically, he defied doctors' orders to return to racing weeks early.



But still no major sponsor. Pond entered the 1974 season determined to stick it out another season—but wondering if he and car owner Ronnie Elder could continue to bear the expenses of Grand National racing much longer.

For two thirds of the season it was a most discouraging year. Time after time mechanical difficulties knocked Lennie out of the front five. A pair of second-place finishes at Richmond were bright spots, but many did-not-finish notations dotted his chart. Lennie's best superspeedway performance came when he qualified on the outside pole for the Charlotte World 600, grabbed the lead from David Pearson and stayed out front the first six laps—but that day ended with another mechanical failure.

Pond's team finished 1975 with a rush, however, placing third in the third leg of the Winston Cup competition and closing out the year with five straight finishes of sixth or better. There was renewed optimism that something was going to give before the 1976 season rolled around.

And it did. Two men, Ranier and Norman Sisisky, had been keeping an eye on Pond. They were impressed with his hard work, his competitive spirit, and his character both on and off the track.

Sisisky, the president of the Petersburg branch of the Pepsi company, also happens to be a representative to the Virginia

(Continued next page)

LENNIE POND (Con't.)

General Assembly—and one of the reasons he has been elected is his keen sense of what the people are interested in.

He had never seen an auto race, but he could see Pond was practically a folk hero in Petersburg. "It's like hunting season," Sisisky says. "When it comes time to go hunting, most of my people want off. When Lennie began racing Grand National, I noticed that a lot of people wanted off to go to the races. I sorta followed his progress through the newspapers.

"All through the plant on Mondays I'd hear from my people how he had done the day before, whether it was a good day or a bad day. Then on Fridays I'd hear about how he qualified and how he was running. I began to realize that a lot of people in my plant were big fans. I wondered if that carried over into the rest of the community."

Sisisky wanted to find out, so he placed a small ad in the Petersburg Progress-Index, announcing that Pond and his car would be on hand at the Pepsi plant for an afternoon.

"People came from all over the city," says Sisisky. "There were young and old, men and women, black and white—a real cross section of the community. I knew then that Lennie really had something going."

Sisisky got in contact with Pepsi's national headquarters and convinced Pepsi national head man Victor Buonomo that the sponsorship was a good thing. They agreed to share the financing. Elder, Pond and Sisisky were soon talking in terms of a new paint job and new uniforms for Pond's crew, and Lennie was looking for some full-time mechanics to crew his Pepsi machine.

But the good news was far from over. Pond had been in contact with Ranier, and with the full encouragement of Pepsi, he continued his talks.

Ranier had long been involved with the sport, since his father had sponsored cars for years. He had dabbled in some sponsorships, but he was looking for a full-time team to put on the track. Ranier was involved in Auto Racing Club of America racing and he had seen Lennie finish a strong second in an ARCA race in Daytona at the beginning of the 1975 season. He had been at Charlotte that day when Pond shot out ahead of Pearson for half a dozen furious laps. Here, reasoned Ranier, was a man who had worked hard—a man who deserved a shot at all the marbles. In short, a stock car racing Horatio Alger.

Pond and Elder began having serious discussions with Ranier about what they could do and how much it would cost. The Petersburg men tried not to be awed by Ranier's four-plane fleet of corporate aircraft, including an executive jet that is barely able to land at the Petersburg air strip.

Finally, the men struck up a bargain. Ranier paid for a \$35,000 tow truck, just for starters, and told Lennie that he wanted to see the team win races.

"Whatever it takes, that's what we'll have," says Ranier. "We're having a new car built now. If we need another car, we'll get another car. We'll get the parts and the people it takes to build a winner. I realize you can't do it overnight, but I think Lennie's organization is a strong foundation for a winning Grand National team."

Pond, no doubt pinching himself to make sure he's not dreaming, has begun the season in high style. In his first race ever on the tricky, demanding Riverside, Calif., road course, he finished sixth, despite a long stay in the pits to replace an alternator belt.

He now has in his Petersburg shop one superspeedway car and one for medium-length tracks. Richmond master mechanic Emanuel Zervakis is currently building a third car designed exclusively for the half-mile tracks on the GN circuit. Pond's first GN car has been relegated to backup status, but will see duty as the Pepsi show car. It will be kept in racing trim, complete with the new red, white and blue paint job designed by Pepsi.

"I always believed in hard work," says Pond, "I always believed if you put enough into something you'd make it pay off—but this was just about unbelievable. After three years of talking to so many potential sponsors and getting nowhere, all of a sudden we had two big, big backers. Amazing."

Ranier's backing will not conflict with the highly visible Pepsi sponsorship. He will be listed as a co-owner with Elder. "Mr. Ranier just simply likes to go racing," says Pond, "and he wants to do it with a winning team. That's what we're out to do—win races. We think with the backing we've got now we'll be able to have the best fresh equipment at all times. Jack Tant, who builds our engines, will be able to give us a fresh engine every race and extra engines for practice and backup. We'll be able to have people maintaining the car full time instead of on a volunteer basis after work.

"You know," he says, "it's still hard to believe."

Aw, come on, Horatio Alger Pond, didn't you know all along this was how the story ended? Or is it just beginning?

## NASCAR Grand National Getting More Sponsors

By TED GRIFFITH

(International Speedway Public Relations)

Any stock car driver will tell you without hesitating a second that you can't go racing on a competitive note without a good sponsor. "It takes money . . . big money to build a winning car," is the consensus.

At least five drivers and a newcomer to NASCAR Winston Cup racing will be sporting new sponsors for the \$342,000 Daytona 500 Sunday, Feb. 15 at Daytona International Speedway and hopefully for the entire 1976 season.

Veteran Buddy Baker will be driving the Bud Moore Ford sponsored by Norris Industries, Bobby Allison the Cam2 and First National City Traveler's Checks Mercury prepared by Roger Penske, young lion Darrell Waltrip the Gatorade Chevrolet, 1973 Winston Cup Rookie of the Year Lennie Pond the Pepsi-Cola Chevrolet, 1976 Rookie of the Year candidate Neil Bonnett the Armor All Chevrolet and England's David Hobbs, one of the world's top Formula 5000 competitors, the Coca-Cola Chevrolet from the L. G. DeWitt-Benny Parsons stables in the richest stock car event of them all. The Daytona 500, one of 12 major Winston Cup events Hobbs is scheduled to run this season, will be David's first stock car race.

Norris Industries, a diversified corporation which specializes in the production of automotive, home and building components, and Gatorade, the thirst-quenching beverage from Stokely Van Camp, were on the USAC Championship Car circuit in 1974 and 1975. Cam2, a high blend motor oil, and Armor All, a protective leather and vinyl cleaner and polish, have been big in road racing. Coca-Cola was associated with the NASCAR efforts of Bobby Allison the last several years. Pepsi-Cola was once the sponsor for the late Tiny Lund on the NASCAR Winston Cup and old Grand American trails.

Exposure is the big reason for the many new sponsors in Winston Cup racing this season. "NASCAR Winston Cup stock car racing is the only way to go," said Ken Norris, president and chairman of the board of Norris Industries during Motor Racing Network's broadcast of the Times 500 at Ontario, Calif., this past November.

Sponsors for the top NASCAR Winston Cup drivers entered in the Daytona 500:

Driver/Hometown	Sponsor	Car
Grant Adeox, Chattanooga, Tenn.	Adeox-Kirby Chevrolet	Chevrolet
Bobby Allison, Hueytown, Ala.	Cam2 (motor oil) First National City Traveler's Checks	Mercury
Buddy Baker, Charlotte, N. C.	Norris Industries (Automotive, Home & Building Components)	Ford
Neil Bonnett, Hueytown, Ala.	Armor All (Protective Leather-Vinyl Cleaner & Polish)	Chevrolet
Richard Brooks, Porterville, Calif.	Truamore Industries (Sanitation Equipment)	Ford
A. J. Foyt, Houston, Texas	Gilmore Enterprises (Broadcasting & Television)	Chevrolet
Bruce Hill, Topeka, Kansas	Howson-Algraphy (Litho Printing)	Chevrolet
David Hobbs, Upper Boddington, Eng.	Coca-Cola	Chevrolet
James Hylton, Inman, S. C.	Nitro 9 (Oil Additive & Gas Treatment)	Chevrolet
Dave Marcis, Wausau, Wis.	K&K Insurance (Racing Insurance)	Dodge
Coo Coo Marlin, Columbia, Tenn.	Cunningham-Kelley Chev.	Chevrolet
Benny Parsons, Ellerbe, N. C.	Kings Row Fireplace Corp. (Fireplaces & Fireplace Equip.)	Chevrolet
David Pearson, Spartanburg, S. C.	Purolator (Oil Filters, Air Filters, etc.)	Mercury
Richard Petty, Randleman, N. C.	STP Corporation (Oil Treatment, Gas Treatment & Oil Filters)	Dodge
Lennie Pond, Petersburg, Va.	Pepsi-Cola	Chevrolet
Richie Panch, Daytona Beach, Fla.	Grey-Rock Brake Linings	Chevrolet
Darrell Waltrip, Franklin, Tenn.	Gatorade (Thirst-quenching Beverage from Stokely Van Camp)	Chevrolet
Cale Yarborough, Timmons ville, S. C.	Holly Farms Poultry (Chicken)	Chevrolet

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## Bruce Hill Is Carling's Rookie Of Year

Bruce Hill, a 26-year-old newcomer from Topeka, Kansas, with an added jackpot of \$10,000 for winning the Rookie of the Year Award that was to be presented at the NASCAR Victory Dinner during the final round of Speed Weeks, is set for another big season.

Hill was to be the recipient of the \$10,000 cash award from Carling Brewing Company at the NASCAR dinner and with this award he increased his 1975 race earnings to \$58,138, a sensational record for the Kansas driver who entered the 1975 season with only one Grand National race to his credit.

Maybe there's a good luck tag that goes with his July 9, 1949 birthdate. Richard Petty is another July star. His birthdate is July 2, and Petty always celebrates his birthday in Daytona Beach just before the July 4th Firecracker 400.

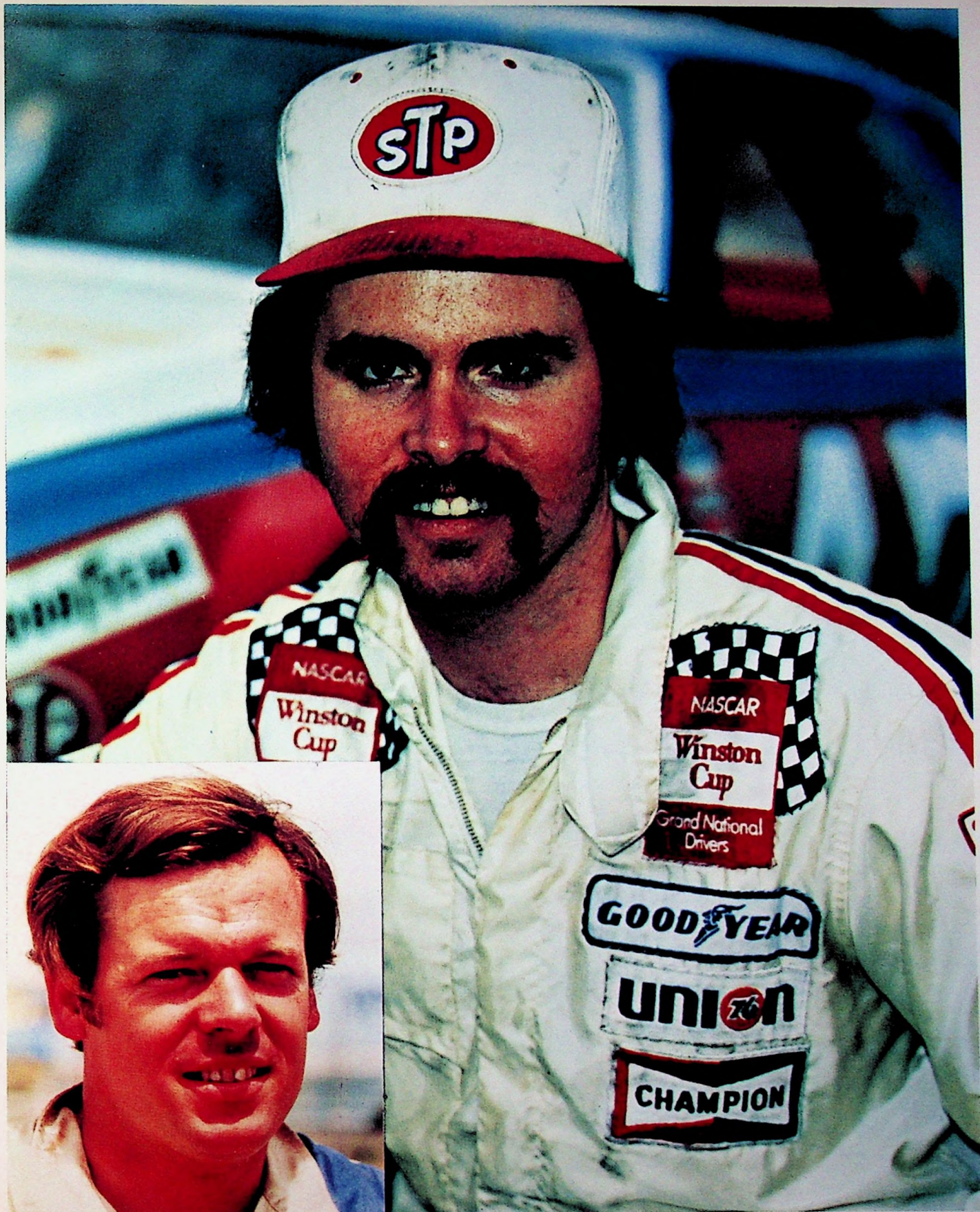
Two years ago it was Lennie Pond receiving the award and Lennie had

his best season in 1975 and with the support of Pepsi-Cola as a 1976 sponsor, he's expecting great things to happen.

Hill finished 11 times in the top 10 in his 26 Grand National appearances for 1975, including a fifth place in the third race of his career (Carolina 500) and added fifth back-to-back finishes in the Southern 500 at Darlington and the Delaware 500 at Dover.

It was the steady performance and hard work on the part of Hill that won the award, according to Lin Kuchler, NASCAR's Executive Vice President. Hill was in competition with the best crop of rookies of many years.

Finishing second was Carl Adams of San Diego, Calif. while third place went to Bruce Jacobi of Indianapolis and fourth was Ferrel Harris of Pikeville, Ky.



TOP ROOKIES OF YEAR: Bruce Hill, top, and Carl Adams, inset. See story on opposite page.

# Results of the Winston Cup Grand National Races for 1975

Date	Track and Size	Miles Dist.	Time	Avg. Speed	First Place	Second Place	Third Place	Fourth Place	Fifth Place	Fastest Qualifier	Speed
1/19	RIVERSIDE, CALIF. (2.62 Miles Paved)	500	5:04:26	98.627	Bobby Allison Matador	David Pearson Mercury	Cecil Gordon Chevrolet	Dave Marcis Dodge	Elmo Langley Ford	Bobby Allison '75 Matador	110.382
2/16	DAYTONA BEACH, FLA. (2.5 Miles Paved)	500	3:15:15	153.649	Benny Parsons Chevrolet	Bobby Allison Matador	Cale Yarborough Chevrolet	David Pearson Mercury	Ramo Stott Chevrolet	Donnie Allison '75 Chevrolet	185.827
2/23	RICHMOND, VA. (.542 Mile Paved)	271	3:37:3	74.913	Richard Petty Dodge	Lennie Pond Chevrolet	Benny Parsons Chevrolet	Dick Brooks Ford	Elmo Langley Ford	Richard Petty '74 Dodge	93.340
3/ 2	ROCKINGHAM, N. C. (1.017 Miles Paved)	500	4:15:18	117.588	Cale Yarborough Chevrolet	David Pearson Mercury	Richard Petty Dodge	Richard Brooks Ford	Bruce Hill Chevrolet	Buddy Baker '73 Ford	137.611
3/16	BRISTOL, TENN. (.533 Mile Paved)	266.5	2:43:53	97.053	Richard Petty Dodge	Benny Parsons Chevrolet	Buddy Baker Ford	Cecil Gordon Chevrolet	James Hylton Chevrolet	Buddy Baker '75 Ford	110.951
3/23	ATLANTA, GA. (1.522 Miles Paved)	500	3:44:6	133.496	Richard Petty Dodge	Buddy Baker Ford	David Pearson Mercury	Richard Brooks Ford	Darrell Waltrip Chevrolet	Richard Petty '74 Dodge	159.029
4/ 6	NORTH WILKESBORO, N. C. (5/8 Mile Paved)	250	2:46:39	90.009	Richard Petty Dodge	Cale Yarborough Chevrolet	Buddy Baker Ford	Dave Marcis Dodge	Lennie Pond Chevrolet	Darrell Waltrip '75 Chevrolet	105.520
4/13	DARLINGTON, S. C. (1.366 Miles Paved)	500	4:15:41	117.597	Bobby Allison Matador	Darrell Waltrip Chevrolet	Donnie Allison Chevrolet	Dave Marcis Dodge	CooCoo Marlin Chevrolet	David Pearson '73 Mercury	155.433
4/27	MARTINSVILLE, VA. (.525 Mile Paved)	262.5	3:47:15	69.282	Richard Petty Dodge	Darrell Waltrip Chevrolet	Cale Yarborough Chevrolet	Bobby Allison Matador	Dave Marcis Dodge	Benny Parsons '75 Chevrolet	85.789
5/ 4	TALLADEGA, ALA. (2.66 Mile Paved)	500	3:36:59	144.948	Buddy Baker Ford	David Pearson Mercury	Dick Brooks Ford	Darrell Waltrip Chevrolet	Coo Coo Marlin Chevrolet	Buddy Baker '75 Ford	189.947
5/10	NASHVILLE, TENN. (.596 Mile Paved)	250	2:39:45	94.107	Darrell Waltrip Chevrolet	Benny Parsons Chevrolet	Coo Coo Marlin Chevrolet	Dave Marcis Dodge	Cecil Gordon Chevrolet	Darrell Waltrip '75 Chevrolet	103.793
5/19	DOVER, DEL. (1 Mile Paved)	500	4:57:32	100.82	David Pearson Mercury	Cecil Gordon Chevrolet	Richard Petty Dodge	James Hylton Chevrolet	David Sisco Chevrolet	David Pearson '73 Mercury	136.612
5/25	CHARLOTTE, N. C. (1.5 Mile Paved)	600	4:07:42	145.327	Richard Petty Dodge	Cale Yarborough Chevrolet	David Pearson Mercury	Darrell Waltrip Chevrolet	Buddy Baker Ford	David Pearson '73 Mercury	159.353
6/ 8	RIVERSIDE, CALIF. (2.62 Mile Paved)	400	3:58:04	101.028	Richard Petty Dodge	Bobby Allison Matador	Benny Parsons Chevrolet	Ray Elder Dodge	Dave Marcis Dodge	Bobby Allison '75 Matador	110.353
6/15	BROOKLYN, MICH. (2 Mile Paved)	400	3:02:39	131.398	David Pearson Mercury	Richard Petty Dodge	Dave Marcis Dodge	Cale Yarborough Chevrolet	Darrell Waltrip Chevrolet	Cale Yarborough '75 Chevrolet	158.541
7/ 4	DAYTONA BEACH, FLA. (2.5 Miles Paved)	400	2:31:32	158.381	Richard Petty Dodge	Buddy Baker Ford	Dave Marcis Dodge	Darrell Waltrip Chevrolet	Donnie Allison Chevrolet	Donnie Allison '75 Chevrolet	186.737
7/20	NASHVILLE, TENN. (.596 Mile Paved)	250	2:47:16	89.792	Cale Yarborough Chevrolet	Richard Petty Dodge	Dave Marcis Dodge	Benny Parsons Chevrolet	Cecil Gordon Chevrolet	Benny Parsons '75 Chevrolet	103.247
8/ 3	MT. POCONO, PA. (2.5 Miles Paved)	500	3:29:10	111.179	David Pearson Mercury	Richard Petty Dodge	Buddy Baker Ford	Benny Parsons Chevrolet	Richard Childres Chevrolet	Bobby Allison '75 Matador	146.491
8/10	TALLADEGA, ALA. (2.66 Mile Paved)	500	3:49:14	130.892	Buddy Baker Ford	Richard Petty Dodge	Donnie Allison Chevrolet	Dave Marcis Dodge	Coo Coo Marlin Chevrolet	Dave Marcis '74 Dodge	191.340
8/24	BROOKLYN, MICH. (2 Mile Paved)	400	3:43:5	107.583	Richard Petty Dodge	David Pearson Mercury	Cale Yarborough Chevrolet	Bobby Allison Matador	Dave Marcis Dodge	David Pearson '73 Mercury	159.798
9/ 1	DARLINGTON, S. C. (1.366 Miles Paved)	500	4:17:28	116.825	Bobby Allison Matador	Richard Petty Dodge	David Sisco Chevrolet	Jim Vandiver Dodge	Bruce Hill Chevrolet	David Pearson '73 Mercury	153.401
9/14	DOVER, DELA. (1 Mile Paved)	500	4:29:22	111.372	Richard Petty Dodge	Dick Brooks Ford	Benny Parsons Chevrolet	Cale Yarborough Chevrolet	Bruce Hill Chevrolet	Dave Marcis '74 Dodge	133.953
9/21	N. WILKESBORO, N. C. (5/8 Mile Paved)	250	2:48:34	88.986	Richard Petty Dodge	Cale Yarborough Chevrolet	Darrell Waltrip Chevrolet	Buddy Baker Ford	Lennie Pond Chevrolet	Richard Petty '74 Dodge	105.500
9/28	MARTINSVILLE, VA. (.525 Mile Paved)	262.5	3:27:47	75.819	Dave Marcis Dodge	Benny Parsons Chevrolet	Bobby Allison Matador	Richard Childres Chevrolet	Richie Panch Chevrolet	Cale Yarborough '75 Chevrolet	86.199
10/ 5	CHARLOTTE, N. C. (1.5 Mile Paved)	500	3:47:22	132.209	Richard Petty Dodge	David Pearson Mercury	Buddy Baker Ford	Benny Parsons Chevrolet	Cecil Gordon Chevrolet	David Pearson '73 Mercury	161.701
10/12	RICHMOND, VA. (.542 Mile Paved)	271	3:18:34	81.886	Darrell Waltrip Chevrolet	Lennie Pond Chevrolet	Dick Brooks Ford	Cecil Gordon Chevrolet	J. D. McDuffie Chevrolet	Benny Parsons '75 Chevrolet	91.071
10/19	ROCKINGHAM, N. C. (1.017 Mile Paved)	500	4:09:54	120.129	Cale Yarborough Chevrolet	Bobby Allison Matador	Dave Marcis Dodge	Lennie Pond Chevrolet	A. J. Foyt Chevrolet	Dave Marcis '74 Dodge	132.021
11/ 2	BRISTOL, TENN. (.533 Mile Paved)	266.5	2:44:49	97.016	Richard Petty Dodge	Lennie Pond Chevrolet	Darrell Waltrip Chevrolet	Dave Marcis Dodge	Benny Parsons Chevrolet	Cale Yarborough '75 Chevrolet	110.162
11/ 9	ATLANTA, GA. (1.522 Mile Paved)	500	3:48:40	130.900	Buddy Baker Ford	Dave Marcis Dodge	Richard Petty Dodge	David Pearson Mercury	Cale Yarborough Chevrolet	Dave Marcis '74 Dodge	160.662
11/23	ONTARIO, CALIF. (2.5 Mile Paved)	500	3:33:12	140.712	Buddy Baker Ford	David Pearson Mercury	Dave Marcis Dodge	Cale Yarborough Chevrolet	Bobby Allison Matador	David Pearson '73 Mercury	153.525



# Winston Cup Grand National Point Standings - 1975

## MONEY LEADERS

	Overall Points	Starts	Wins	Top 5	Top 10	Money Won**
1—R. Petty	4783	30	13	21	24	\$342,980
2—D. Marcis	4061	30	1	16	18	135,660
3—J. Hylton	3914	30	0	2	16	78,745
4—B. Parsons	3820	30	1	11	17	124,795
5—R. Childress	3818	30	0	2	15	64,510
6—C. Gordon	3702	30	0	7	16	71,735
7—D. Waltrip	3462	28	2	11	14	89,520
8—E. Langley	3399	29	0	2	7	44,845
9—C. Yarborough	3295	27	3	13	13	134,725
10—D. Brooks	3182	25	0	6	15	70,585
11—W. Ballard	3151	30	0	0	3	37,330
12—F. Warren	3148	28	0	0	0	36,550
13—D. Sisco	3116	28	0	2	7	42,870
14—D. Pearson	3057	21	3	13	14	175,775
15—B. Baker	3050	23	4	12	13	166,485
16—B. Hill	3002	26	0	3	11	44,850
17—E. Negre	2982	29	0	0	4	35,090
18—J. D. McDuffie	2745	26	0	1	6	33,215
19—B. Arrington	2654	25	0	0	3	30,065
20—C. C. Marlin	2584	23	0	4	11	44,235
21—L. Pond	2540	22	0	6	9	48,065
22—J. Thomas	2252	20	0	0	2	21,640
23—C. Adams	2182	20	0	0	4	24,565
24—B. Allison	2181	19	3	10	10	122,435
25—B. Jacobi	1732	15	0	0	3	28,705
26—D. Dalton	1486	15	0	0	3	18,680
27—D. K. Ulrich	1453	16	0	0	1	15,775
28—D. Allison	1376	14	0	3	6	39,895
29—R. Panch	1243	14	0	1	4	25,335
30—J. Vandiver	1228	13	0	1	4	23,450
31—B. Champion	1218	13	0	0	0	11,340
32—E. Canavan	1062	12	0	0	0	9,725
33—C. Adcox	1020	11	0	0	1	16,540
34—J. Mihalic	957	10	0	0	1	12,910
35—J. Frasson	939	10	0	0	1	11,975

\*\* Includes Winston Cup Point Fund money.

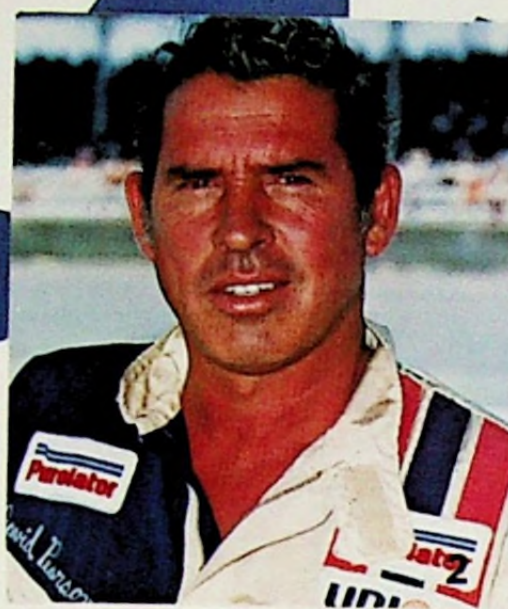
## HOW OTHERS FINISHED

36. Travis Tiller, Triangle, Va.	922
37. Rick Newsom, Fort Mill, S. C.	877
38. Ferrel Harris, Pikeville, Ky.	797
39. Henley Gray, Rome, Ga.	747
40. C. C. Spencer, Bluff City, Tenn.	634
41. Dick May, Charlotte, N. C.	631
42. Earl L. Brooks, Lynchburg, Va.	534
43. Neil Castles, Charlotte, N. C.	529
44. Jackie Rogers, Wilmington, N. C.	502
45. Harry Jefferson, Naches, Wash.	455
46. Tommy Gale, McKeesport, Pa.	437
47. Rick Rudd, Chesapeake, Va.	431
48. Bobby Isaac, Catawba, N. C.	405
49. Richard Skillen, Raleigh, N. C.	389
50. Ray Elder, Caruthers, Calif.	372
51. Randy Tissot, Asheville, N. C.	364
52. Harold Miller, Emerson, Ga.	347
53. Jim Insolo, Mission Hills, Calif.	343
54. Darel Dieringer, Charlotte, N. C.	337
55. Bob Burcham, Rossville, Ga.	327
56. Chuck Wahl, Burbank, Calif.	320
57. Chuck Bown, Portland, Oregon	319
58. Bill Schmitt, Redding, Calif.	315
59. Baxter Price, Monroe, N. C.	309
60. Bill Hollar, Burlington, N. C.	306
61. Skip Manning, Bogalusa, La.	297
62. Alton Jones, Pleasant Grove, Ala.	277
63. Richard Brown, Claremont, N. C.	261
64. Gary Mathews, Fresno, Calif.	260
65. Don Puskarich, Garden Grove, Calif.	246
66. Sonny Easley, Van Nuys, Calif.	246
67. Glen Francis, Bakersfield, Calif.	219
68. John Ray, Anniston, Ala.	218
	207

## Past Grand National Champs

Year	Champion	Points
1949	Red Byron, Atlanta, Ga.	842.5
1950	Bill Rexford, Conewango Valley, N. Y.	1,959
1951	Herb Thomas, Sanford, N. C.	4,208.45
1952	Tim Flock, Atlanta, Ga.	6,585.5
1953	Herb Thomas, Sanford, N. C.	8,460
1954	Lee Petty, Randleman, N. C.	8,649
1955	Tim Flock, Atlanta, Ga.	9,596
1956	Buck Baker, Charlotte, N. C.	9,272
1957	Buck Baker, Charlotte, N. C.	10,716
1958	Lee Petty, Randleman, N. C.	12,232
1959	Lee Petty, Randleman, N. C.	11,792
1960	Rex White, Spartanburg, S. C.	21,164
1961	Ned Jarrett, Conover, N. C.	27,272
1962	Joe Weatherly, Norfolk, Va.	30,836
1963	Joe Weatherly, Norfolk, Va.	33,398
1964	Richard Petty, Randleman, N. C.	40,252
1965	Ned Jarrett, Camden, S. C.	38,824
1966	David Pearson, Spartanburg, S. C.	35,638
1967	Richard Petty, Randleman, N. C.	42,472
1968	David Pearson, Spartanburg, S. C.	3,499
1969	David Pearson, Spartanburg, S. C.	4,170
1970	Bobby Isaac, Catawba, N. C.	3,911
1971	Richard Petty, Randleman, N. C.	4,435
1972	Richard Petty, Randleman, N. C.	8,701.40
1973	Benny Parsons, Ellerbe, N. C.	7,173.80
1974	Richard Petty, Randleman, N. C.	5,037.750

69. Hershel McGriff, Bridal Veil, Oregon	205
70. Jim Boyd, Cottonwood, Calif.	203
71. Hugh Pearson, Bakersfield, Calif.	203
72. Bill Osborne, Rialto, Calif.	200
73. Pete Torres, San Pedro, Calif.	200
74. George Follmer, Hunt. Bch., Calif.	167
75. Charlie Griffin, Roanoke, Va.	164
76. Kenneth Brightbill, Sinking Springs, Pa.	146
77. Terry Bivens, Shawnee, Kan.	138
78. Gene Riniker, Riverside, Calif.	134
79. Don Hall, Puyallup, Wash.	130
80. Marty Robbins, Nashville, Tenn.	121
81. Clyde Dagit, Pekin, Ill.	118
82. Larry C. Esau, San Marcos, Calif.	118
83. Billy Hagan, LaFayette, La.	106
84. Richard White, Escondido, Calif.	106
85. Jeff Handy, Charlotte, N. C.	103
86. Don Reynolds, Cabazon, Calif.	103
87. John Banks, Windsor, Ont., Can.	103
88. John Kieper, Portland, Ore.	103
89. A. J. Reno, Dawsonville, Ga.	100
90. Ron Esau, San Diego, Calif.	97
91. Doc Faustina, Las Vegas, Nev.	97
92. Carl Joiner, Portland, Ore.	97
93. Carl VanHorn, Belvidere, N. J.	94
94. Paul D. Holt, Sweetwater, Tenn.	91
95. Eddie Bradshaw, Bakersfield, Calif.	88
96. Red Farmer, Hueytown, Ala.	83
97. Joey Arrington, Martinsville, Va.	82
98. Jimmy Hensley, Martinsville, Va.	82
99. Chuck Little, Spokane, Wash.	79
100. Bill Ward, Anniston, Ala.	79
101. G. T. Tallas, Sun Valley, Calif.	76
102. Dan Daughtry, Charlotte, N. C.	74
103. Dick Bown, Portland, Ore.	73
104. Harry Gant, Taylorsville, N. C.	70
105. John Soares, Hayward, Calif.	70
106. George Wiltshire, Corona, N. Y.	67
107. Jim Thirkettle, Sylmar, Calif.	67
108. Randy Bethea, Newport, Tenn.	64
109. Ted Fritz, Moxlesto, Calif.	64
110. Charlie Clotzbach, Georgetown, Ind.	60
111. Ivan Baldwin, Highland, Calif.	58
112. Dick Trickle, Wisc. Rapids, Wisc.	55
113. H. B. Bailey, Houston, Texas	43
114. Warren Tope, Troy, Mich.	43
115. Tiny Lund, Cross, S. C.	25
116. Terry Link, Daytona Beach, Fla.	22



(1) DAVID SISCO, Nashville Tenn. Birthdate: June 26, 1937. Wife, Martha. Competed in 28 races for 1975 with \$50,935 winnings for best year. Racing in Grand Nationals since 1971.  
 (2) DAVID PEARSON, Spartanburg, S. C. Birthdate: Dec. 22, 1934. Wife, Helen. Three children—Larry, Rick, Eddie. Ranks second to Richard Petty in total GN wins with 87. Won three of 21 races entered in 1975 for \$179,207 winnings to increase GN total to \$1,441,523. Three-time Grand National champion. Won first of 1976 races at Riverside.



(3) ELSIE WYLIE (BUDDY) BAKER of Charlotte, N. C. Birthdate: Jan. 25, 1941. Wife, Colleen. Two children—Bryan, Brandon. Had his biggest year in 1975 with four wins in 23 races for \$169,917 to increase total to \$888,715. Has new sponsor in Norris Industries for 1976.  
 (4) BRUCE HILL of Union City, Ga. Birthdate: July 9, 1949. Wife, Lylah. Children—Jason, Trevor. After one race in 1974, Hill finished in top 10 eleven times for 1975 to win \$59,713. Won Rookie of the Year award for 1975.



(5) ED CHARLES NEGRE of Concord, N. C. and originally from Kelso, Wash. Birthdate: July 16, 1929. Wife, Faye. Two children—Norman, Toni. Racing in Grand Nationals since 1956 and regularly for last six years. Entered 29 races in 1975 for \$36,378 winnings.  
 (6) JOHN DELPHUS McDUFFIE JR. of Sanford, N. C. Birthdate: Dec. 5, 1938. Wife, Irma Jean. Two children—Jeff, Linda. Had his best year in 1975 with \$39,986 winnings in 26 races. Has been racing since 1963.  
 (7) BUDDY ARRINGTON of Martinsville, Va. Birthdate: July 26, 1938. Wife, Patsy. One son, Joey. Had best year in 1975 with \$35,642 in 25 races. Grooming son, Joey, for GN driving.

(International Speedway Staff pictures. Art layout by Ann Smith)



# Probable Entries For The NASCAR Baby Grand Races

Car No.	Driver/Hometown	Car Make	Qual. Speed
1	Dean Shepard, Wilkesboro, N. C.	'75 Opel	
3	Roger Wiles, Hays, N. C.	'73 Pinto	
4	Mike Clements, Rock Hill, S. C.	'73 Vega	
5	Tommy Chapman, Wilkesboro, N. C.	'72 Vega	
6	Keith Miller, Catawba, N. C.	'73 Pinto	
7	Mike Carpenter, Polkton, N. C.	'74 Pinto	
11	Roger Hamby, Ferguson, N. C.	'75 Vega	
12	Jerry or Ronald Fox, Taylorsville, N. C.	'74 Pinto	
15	Gary Staley, N. Wilkesboro, N. C.	'73 Pinto	
16	Jerry Carrigan, Taylorsville, N. C.	'73 Vega	
17	J. V. Reins, Wilkesboro, N. C.	'74 Vega	
18	Johnny Mastin, N. Wilkesboro, N. C.	'73 Pinto	
21	Larry Pearson, Spartanburg, S. C.	'74 Capri	
22	Eugene Eller, Wilkesboro, N. C.	'73 Opel	
25	Ronnie Thomas, Christiansburg, Va.	'73 Pinto	
27	Danny Jones, Wilkesboro, N. C.	'73 Pinto	
28	Larry Caudill, Boone, N. C.	'74 Vega	
29	Ricky Watson, Boone, N. C.	'75 Pinto	
31	Dean Craven, N. Wilkesboro, N. C.	'73 Pinto	
37	Buddy Sneed, Black Mountain, N. C.	'73 Pinto	
43	Shane Reins, Wilkesboro, N. C.	'73 Capri	
44	Jerry Rhymer, Winston-Salem, N. C.	'73 Pinto	
48	Max Phillips, Wilkesboro, N. C.	'73 Pinto	
55	Charlie Triplett, N. Wilkesboro, N. C.	'74 Vega	
59	Pete Pistone, Charlotte, N. C.	'73 Capri	
61	Ron Grana, Charlotte, N. C.	'75 Pinto	
71	Gwyn Bullis, Boomer, N. C.	'73 Pinto	
72	Rick Reeves, Millers Creek, N. C.	'73 Pinto	
77	Dean Combs, N. Wilkesboro, N. C.	'73 Vega	
88	Walter Johnston, N. Wilkesboro, N. C.	'73 Pinto	
90	Eddie Caudill, Wilkesboro, N. C.	'73 Pinto	
95	Jerry Vestal, Moravian Falls, N. C.	'73 Pinto	
96	Ronnie Wood, Chatham, Va.	'73 Pinto	
98	Donald Sparks, N. Wilkesboro, N. C.	'75 Pinto	

## Final 1975 NASCAR Baby Grand Point Standings

Driver	Points	Starts	Wins	Top 5	Top 10	Driver	Points	Starts	Wins	Top 5	Top 10
1 Dean Combs	481	11	5	8	8	19 Gary Staley	216	11	0	0	1
2 Dean Craven	419	11	0	6	9	20 Keith Miller	208	8	0	0	1
3 Eddie Caudill	344	11	0	1	6	21 Shane Reins	200	8	1	3	3
4 Donald Sparks	320	11	0	1	7	22 Roger Hamby	200	7	1	2	3
5 Larry Caudill	299	11	1	2	4	23 Ronnie Thomas	175	8	0	1	2
6 Jerry Rhymer	297	10	0	3	5	24 Walter Johnston	162	7	1	2	3
7 Gwyn Bullis	297	11	0	2	6	25 Jerry Vestal	156	6	0	1	2
8 Charlie Triplett	286	11	0	3	7	26 Max Phillips	124	6	0	0	2
9 Larry Pearson	274	11	1	3	3	27 Ronnie Wood	92	7	0	0	0
10 Ricky Watson	265	10	0	3	5	28 Pete Pistone	68	3	0	0	0
11 J. V. Reins	252	10	1	4	5	29 Mike Clements	62	5	0	0	0
12 Rick Reeves	247	9	0	2	4	30 Mike Carpenter	61	6	0	0	0
13 Buddy Sneed	245	10	0	1	6	31 Jerry Fox	58	2	0	0	1
14 Danny Jones	235	8	0	0	3	32 Johnny Mastin	58	3	0	1	1
15 Dean Shephard	229	11	0	0	2	33 Ron Grana	56	2	0	0	1
16 Eugene Eller	226	9	0	1	3	34 Tommy Chapman	46	3	0	0	0
17 Jerry Carrigan	224	10	0	1	2	35 Roger Wiles	38	2	0	0	0
18 Ronald Fox	216	6	0	4	5						

# Allison In Permatex

## Bobby Parlays Body Of Hornet, Chevy Engine

Daytona Speedweeks

By ED HINTON  
Sentinel Star Staff

DAYTONA BEACH — Bobby Allison played his "golf game" Friday and won \$12,350. But "right now, all my golf clubs are broken."

Allison took an AMC Hornet body with a behemoth 474 cubic inch Chevrolet engine in it and



BOBBY ALLISON

won Friday's Permatex 200 road race for NASCAR modified cars at Daytona International Speedway.

But, partially because of his modified effort, Allison will not be able to compete in today's Permatex 300 for late model sportsman cars.

"I've said all along that the Permatex racing is absolutely my enjoyment — my golf game," he said.

But all of Allison's racing efforts here just turned out to be more than one man could do. He drove in Friday morning's Inter-

national Race of Champions before climbing into the Hornet. He'll drive Roger Penske's Mercury Sunday in the Daytona 500. And he came here with intentions of driving in today's race.

He just didn't have enough time to get all the different race cars set up properly. The Camaro he drove in the IROC was the only car he didn't have to help set up himself.

Therefore, his sportsman car is not ready, "so we have withdrawn. We had an engine problem with it."

Counting his overall IROC winnings, Allison won over \$35,000 Friday.

Allison started on the pole in the modified race and only relinquished the lead briefly during pit stops.

Allison averaged 105.730 over the 3.84 miles road-oval to win by nearly a two minute margin over last year's winner, Merv Treichler of Sanborn, N. Y. Gene Felton of Atlanta was third, John Bryant of Bassett, Va., fourth and Buzzie Reutimann of Zephyrhills fifth.

Permatex notes: Melvin "Pud" Swisher of Winston-Salem, N. C., was really hacked after the race because his wrist watch was still running. "That darn watch has given me nothing but trouble all week," he said. "Every morning

I get up and it has stopped running. Twice I've thrown it against the wall of the motel room and it started running again.

"Today I strapped it to the rear bumper of my car in hopes somebody would destroy it. Not a soul touched it, and the darn thing is still running and keeps the correct time."

### MODIFIED 200 RACE RESULTS

Pos.	No.	Driver	Car
1	12	Bobby Allison	Hornet
2	58	Merv Treichler	Monza
3	96	Gene Felton	Camaro
4	57	John Bryant	Gremlin
5	00	Buzzie Reutimann	Vega
6	45	Phillip Smith	Gremlin
7	90	Fred Harbach	Pinto
8	1	Geoff Bodine	Mustang
9	9	George Wagner	Hornet
10	40	George Cornelius	Vega
11	14	Benny Kerley	Chevell
12	30	Jack Duffy	Chevy
13	06	Maynard Forrette	Pinto
14	55	Thomas Cicconi	Monza
15	7	Jerry Dostie	Mustang
16	8	Ray Sitterly	Vega
17	53	Melvin Swisher	Vega
18	3	Fred Desarro	Vega
19	26	Donald Worley	Vega
20	23	Roy Stamey	Camaro
21	01	Ray Hendrick	Mustang
22	13	Bill Cioci	Vega
23	91	Buddy Picard	Vega
24	84	Dave Nichols	Monza
25	04	Charlie Jarzombek	Vega
26	49	Robert Park	Camaro
27	02	Donnie Kroft	Pinto
28	0	Jack Doering	Camaro
29	76	Kenneth Hemphill	Camaro
30	66	Sonny Seamons	Gremlin
31	2	George Kent	Mustang
32	6	Maynard Troyer	Mustang
33	61	Richie Evans	Pinto
34	17	Ron Bouchard	Mustang
35	38	Jerry Cook	Pinto
36	19	George Monse-Hewitt	Pinto
37	80	Buggs Stevens	Vega
38	75	Clayton Husted	Gremlin
39	34	Frank Kelley	Mustang
40	16	Joe Thurman	Vega
41	41	Roger Hill	Vega
42	72	Bobby Vee	Gremlin
43	65	Dr. Gil Roth	Camaro
44	4	Gene Bergin	Vega
45	5	Thomas Crouse	Pinto
46	94	Roger Pierce	Monza
47	31	Cary Bolough	Pinto
48	27	Roderick Barton	Mustang
49	70	Joe Rutman	Monza

# Marcis & Waltrip Win 125s, Claim 'Justice Prevails'

By BRAD WILLSON  
News-Journal Sports Writer

Dave Marcis and Darrell Waltrip, two of the drivers penalized by NASCAR in Sunday's rules violation hassle, won the two 125-mile qualifying races Thursday at Daytona International Speedway.

Marcis, 34, a veteran from Avery's Creek, N. C., in the No. 71 tomato red Dodge, beat Buddy Baker by less than a car length in the first race.

Waltrip, from Franklin, Tenn., driving the handsome No. 88 Chevy of Daytona Beach's DiCard Racing team, finished 23 seconds in front of Richard Petty in the second 125-miler.

They'd be less than human if they didn't gain an extra measure of enjoyment from the two victories in view of earlier developments which caused their Sunday qualifying times to be disallowed.

Marcis, in a joint postrace interview with Waltrip, sardonically said, "Well, they've got two cheaters in Victory Lane today."

Waltrip, who turned 29 earlier this week, suggested: "I feel justice has prevailed. I'm not looking back at last Sunday. I'm looking ahead to next Sunday at the 500."

Waltrip added: "We've been here testing engines and tires and all kinds of parts this week. Today we tested the driver and, by damn, I think he passed."

The first race was marred by a wild wreck in which the racer of John Banks, Windsor, Ont., barrel rolled at least 15 frightening times going into the first turn on the third lap.

Banks was treated at the field hospital and then taken to Halifax Hospital where he will be kept under observation for 24 to 48 hours.

Dr. Al Monaco, at the track hospital, said Banks was conscious and didn't seem to be seriously injured. He suffered a possible concussion and multiple abrasions.

The second race accident, which happened on the backstretch, didn't seem as serious at first but Dave Decker, Elmhurst, Ill., was taken to Halifax Hospital and late Thursday was listed as "serious" and was in the intensive care unit. He has a possible fractured sternum.

The first turn, off on a sour note from the start when pole sitter Ramo Stott's Chevy wouldn't start, had three caution flags for a total of 17 laps.

The lead changed 10 times among five drivers with Marcis charging past David Pearson in the No. 21 Mercury on the 46th

lap and skillfully maneuvering through and around slower traffic to beat Buddy Baker in the No. 15 Ford by less than a car length. The time of the race was 1:02.47 at an average speed of 119.458 mph.

On Wednesday, Marcis had said, "We'd like to start third in the 500 but we'll have to win one of the 125 milers to do that."

He achieved that and will start behind pole sitters Stott and Terry Ryan in the No. 81 Chevy in Sunday's 500. Waltrip will start from the No. 4 spot.

Oddly, both Marcis and Waltrip started in the 10th position for the 125 milers.

Waltrip's victory in the 48 minute second race gave him some breathing room at the end, since Petty was 23.2 seconds—or approximately 3,384 feet back—when Waltrip cruised under the checkered flag of starter Johnny Bruner, Jr.

There were five laps run under the caution flag in the second race. The flag came out for laps seven to 11 as the result of Decker's wreck.

For Waltrip, this was his first victory on one of the South's super-speedways.

He won the Capital 500 at Richmond and the Music City 420 at Nashville last season. The money payoff for those finishes was much higher than the \$3,000 for Thursday's race, but Waltrip said: "This has to be a bigger thrill even though it doesn't count in the record books as a victory. After all, it's my first win on the super-speedways and I beat the man you always have to watch—Richard Petty."

Because it was a qualifying race it doesn't go in the NASCAR record books as a win.

Both Marcis and Waltrip said after the race that didn't worry them as much as the fact both feel the purse should be much higher.

"It's worth more than \$3,000 to run at 180 or more before 60,000 people. Of course I've run races where you didn't get paid at all," grinned Waltrip.

"Any time you win here, well, this is the granddaddy of 'em all. A win at Daytona has been elusive for me, but I always felt I could win here and now I've got a car that can."

Someone asked Waltrip if there was such a thing as a driver being intimidated by the reputations of the Pettys, Pearsons, Bakers, Yarboroughs and Foyts.

"Sure there was when I was just starting. Now I feel I can run with anybody."

## FIRST RACE RESULTS

Pos.	No.	Driver/Hometown	Car
1	71	Dave Marcis, Wausau, Wisc.	Dodge
2	15	Buddy Baker, Charlotte, N. C.	Ford
3	21	David Pearson, Spartanburg, S. C.	Mercury
4	90	Richard Brooks, Porterville, Calif.	Ford
5	54	Lennie Pond, Petersburg, Va.	Chevrolet
6	12	Neil Bonnett, Hueytown, Ala.	Chevrolet
7	95	Jim Hurtubise, N. Tonawanda, N. Y.	Chevrolet
8	24	Cecil Gordon, Mills River, N. C.	Chevrolet
9	63	Terry Bivins, Shawnee Mission, Kan.	Chevrolet
10	61	Joe Mihalic, Pittsburgh, Pa.	Chevrolet
11	60	Jackie Rogers, Wilmington, N. C.	Chevrolet
12	38	Tom Williams, Schertz, Tex.	Chevrolet
13	60	D. K. Ulrich, Charlotte, N. C.	Chevrolet
14	48	James Hylton, Grambling, S. C.	Chevrolet
15	70	J. D. McDuffie, Sanford, N. C.	Chevrolet
16	39	Blackie Wangerin, Bloomington, Min.	Chevrolet
17	77	Bill Champion, Norfolk, Va.	Chevrolet
18	5	Doc Faustina, Las Vegas, Nev.	Dodge
19	69	Bill Polich, Dana Point, Calif.	Chevrolet
20	79	Frank Warren, Harrisburg, N. C.	Dodge
21	37	Bruce Jacobi, Indianapolis, Ind.	Chevrolet
22	29	Roy Smith, Victoria, B. C.	Chevrolet
23	33	Ramo Stott, Keokuk, Ia.	Chevrolet
24	10	John Ray, Eastaboga, Ala.	Chevrolet
25	04	Gary Myers, Winston-Salem, N. C.	Chevrolet
26	35	Darel Dieringer, Charlotte, N. C.	Ford
27	91	Harold Miller, Emerson, Ga.	Chevrolet
28	05	David Sisco, Nashville, Tenn.	Chevrolet
29	01	Earle Canavan, Ft. Johnson, N. Y.	Dodge
30	72	Benny Parsons, Ellerbe, N. C.	Chevrolet
31	67	Buddy Arrington, Martinsville, Va.	Dodge
32	55	John Banks, Windsor, Ont.	Dodge

## SECOND RACE RESULTS

Pos.	No.	Driver/Hometown	Car
1	18	Darrell Waltrip, Franklin, Tenn.	Chevrolet
2	43	Richard Petty, Randleman, N. C.	Dodge
3	81	Terry Ryan, Davenport, Ia.	Chevrolet
4	2	Bobby Allison, Hueytown, Ala.	Mercury
5	14	Coo Coo Marlin, Columbia, Tenn.	Chevrolet
6	52	Earl Ross, Ailsa Craig, Ont.	Chevrolet
7	11	Cale Yarborough, Timmons ville, S. C.	Chevrolet
8	73	David Hobbs, Upper Boddington, Eng.	Chevrolet
9	30	Walter Ballard, Charlotte, N. C.	Chevrolet
10	5	Jimmy Means, Huntsville, Ala.	Chevrolet
11	18	Joe Frasson, Golden Valley, Minn.	Chevrolet
12	26	Jimmy Lee Capps, Elkton, Fla.	Chevrolet
13	4	Salt Walther, Dayton, Ohio	Chevrolet
14	78	Richard Skillen, Raleigh, N. C.	Chevrolet
15	52	Ferrel Harris, Pikeville, Ky.	Dodge
16	41	Grant Adcox, Chattanooga, Tenn.	Chevrolet
17	99	Jim Fleming, Bellevue, Ohio	Chevrolet
18	49	John A. Utsman, Bluff City, Tenn.	Dodge
19	25	Jabe Thomas, Christiansburg, Va.	Chevrolet
20	64	Tom Gale, McKeesport, Pa.	Ford
21	42	Ricky Rudd, Chesapeake, Va.	Chevrolet
22	33	Dick May, Brownville, N. Y.	Chevrolet
23	66	Travis Tiller, Triangle, Va.	Dodge
24	45	Baxter Price, Monroe, N. C.	Chevrolet
25	92	Skip Manning, Bogalusa, La.	Chevrolet
26	50	Darrell Bryant, Thomasville, N. C.	Chevrolet
27	6	E. F. Robinson, La Crescenta, Calif.	Chevrolet
28	19	Bob Burcham, Rossville, Ga.	Chevrolet
29	28	A. J. Foyt, Houston, Tex.	Chevrolet
30	3	Richard Childress, Winston-Salem, N. C.	Chevrolet
31	32	Dave Decker, Elmhurst, Ill.	Chevrolet
32	47	Bruce Hill, Topeka, Kan.	Chevrolet
33	8	Ed Negre, Kelso, Wash.	Dodge
34	34	Bill Seifert, Skyland, N. C.	Chevrolet
35	66	Terry Link, Daytona Beach, Fla.	Chevrolet

# LENNIE POND GETS FIRST 'SUPER' WIN

Daytona Speedweeks

By JOE BIDDLE  
News-Journal Sports Writer

Little Lennie Pond, the pride of Petersburg, Va., claimed his initial superspeedway victory Sunday as he pushed his Pepsi Cola Chevelle home first in the 14th annual Automobile Racing Club of America (ARCA) 200 at Daytona International Speedway.

An estimated crowd of 20,000 turned out on the picturesque day for racing and saw Pond cross the finish line more than a lap ahead of runner-up Woody Fisher of Cincinnati, Ohio, driving a Dodge.

Pond, who started second in the 30 car field, grabbed the lead for keeps on the 49th lap after playing cat and mouse with pole cat Ferrel Harris and cruised to Victory Lane, where he picked up the first place check worth \$5,200.

The 5-7, 145 pounder, who won the 1973 Grand National Rookie of the Year title, used his NASCAR wise ways on the high banks of the 2.5 mile Daytona oval to outdistance the ARCA pack that was laden with short track drivers.

"I'm really thrilled with my first victory on a superspeedway," said the father of two. "It wouldn't have mattered if it'd been the Daytona 500."

Pond backed off once to let the hard charging coal miner Harris slip by in traffic. But Pond easily regained the lead after Harris had made a lengthy pit stop to take on tires and then had to have his crew push him off for ignition.

"We'd run up on three or four cars and they looked like they didn't know where they wanted to go, so I eased up," Pond explained later. "I think I could have gotten him (Harris) at the end if it'd come to that, but that's something we'll never know."

Pond, asked about the big track inexperience of most drivers in the field, thought back to his first trip to Daytona.

"I try not to forget the first race I ran here. I 'bout put LeeRoy Yarbrough in the wall, and after the race he came over and talked to me and told me just what I did wrong," Pond recalled. "I learned more from that than anything else here at Daytona, and I never knock anyone that's just learning."

Pond experienced little trouble with his small block engine, but did have handling problems early in the chase. A change of tires corrected the problem and Pond was home free.

"The car got loose and I pitted and changed all four tires. That helped a lot," Pond explained. "But it got loose again at the last and if anybody would have been close—I'd have been in trouble."

"You have to be more cautious running with these drivers who haven't run much here, but it's a good feeling to know you can outrun a lot of people. But you do have to be careful," said Pond, who finished fourth in last year's ARCA 200.

"I didn't know I was leading until about two laps to go," he continued. "But my crew told me I was first and to take it easy."

Pond led 39 of the 80 laps and averaged 153.224 miles per hour in the race that had two yellow flags thrown for a total of 13 laps. There were eight lead changes among five drivers.

The 14th ARCA 200 edition was wreck free, although DeLand driver Joe Holley plowed his Chevy into the outside wall on the backstretch on the 25th lap, bringing out the last caution flag.

Holley was treated and released from the infield hospital with a minor neck strain.

Gene Taylor of Huntington, W. Va., who qualified his Dodge on the outside front row, missed the green flag as he blew his engine in practice late Saturday. The 30th position was filled by Jim Cox of Bloomington, Ill., who retired after only one circuit.

Only 13 cars were running at the checkered flag. The race lasted one hour, 18 minutes and 19 seconds.

Fisher's second place scamper was

worth \$3,300 as the rookie chauffeured his Richard Petty prepared Dodge across the finish line ahead of Harris, who pocketed \$2,150 in his Rossmeier Dodge. Fisher and Harris finished in the same lap, one behind Pond.

Dave Decker of Elmhurst, Ill., picked up \$1,125 for his fourth place finish in a Chevrolet as Chevys claimed six of the top ten spots. Delmar Clark, driving a Ford, finished fifth and earned \$850. Decker and Clark finished two laps down.

Ramo Stott, the line ARCA 200 champion entered in the field, had to settle for 23rd as the 1970 winner saw his Housvy Mack Plymouth pushed behind the wall after 29 laps with an oil leak.

For Pond, it's the beginning of what he hopes is a winning habit. The 35 year old Virginian will run in one of the 125 mile qualifying sprints Thursday and also compete in the Sportsman 300 late model stock car chase Saturday.

Pond had ignition problems with his Daytona 500 entry Sunday and failed to post a qualifying speed. "We'll have to run better than we're running now. We're hitting 180 now and I think we'll have to get 183 to be competitive," Pond predicted.

But Pond still was savoring the sweet taste of his first superspeedway victory. "This is the greatest race I've ever had," he said as he pulled his bright blue car with red and white piping into the winner's circle. "Hopefully, I'll be back in Victory Lane again."

## ARCA 200

Fin. Pos.	Car No.	Driver/Hometown	Sponsor	Car	Laps Run	Money Won
1	54	Lennie Pond, Petersburg, Va.	Pepsi-Cola	Chev	80	\$5,200
2	75	Woody Fisher, Cincinnati, Ohio	Fisher Bros.	Dodg	79	3,300
3	82	Ferrel Harris, Pikeville, Ky.	Rossmeier	Dodg	79	2,150
4	2	Dave Decker, Elmhurst, Ill.		Chev	77	1,125
5	21	Delmar Clark, Gnadenhutten, Ohio		Ford	77	850
6	19	Joe Thurman, Rocky Mount, Va.		Chev	75	800
7	32	Glenn Gault, Hubbard, Ohio		Chev	74	750
8	7	Salt Walther, Dayton, Ohio		Chev	74	700
9	34	Darrell Basham, Jeffersonville, Ind.		Chev	68	875
10	10	Duck Newland, Urbana, Ohio		Chev	66	650
11	5	Buddy Fannon, Louisville, Ky.		Ford	66	625
12	98	Ralph Jones, Upton, Ky.		Ford	65	600
13	00	Tony Schiller, Frankfort, Ky.		Ford	62	600
14	61	Terry Ryan, Davenport, Iowa		Chev	62	600
15	53	John Banks, Windsor, Ontario		Dodg	62	600
16	62	Jim Hurtubise, Indianapolis, Ind.		Plym	57	575
17	78	Ken Cross, Camby, Ind.		Merc	55	550
18	84	Jerry Mabie, Orlando, Fla.		Chev	42	525
19	99	Jim Fleming, Bellevue, Ohio		Chev	41	500
20	8	Ed Negre, Kelso, Wash.	10,000 RPM	Dodg	38	500
21	92	Bobby Wawak, Elmhurst, Ill.		Chev	33	400
22	02	James Sauter, Necedah, Wisc.		Dodg	30	400
23	1	Ramo Stott, Keokuk, Iowa	Housby Mack	Plym	29	400
24	52	Cleve Smith, Bloomington, Ill.		Ford	27	400
25	87	John Anderson, Marion, Mich.		Chev	25	400
26	3	Joe Holley, DeLand		Chev	24	350
27	41	Grant Adcox, Chattanooga, Tenn.	Adcox-Kirby	Chev	23	350
28	4	Bob Thomas, Louisville, Ky.		Chev	16	350
29	88	Hubert West, Louisville, Ky.		Ford	4	350
30	58	Jim Cox, Bloomington, Ill.		Chev	1	350

Average Speed—153.224 mph; Time of Race—1:18:19; Margin of Victory—One lap, 21 seconds; Lead Changes—8 among 5 drivers; Caution Flags—Two for 13 laps; Cars Running at Finish—13.

Results of the Southeastern 500 Race March 16, 1975

Fin. Pos.	St. No.	Driver	Sponsor	Car	Laps
1	2	Richard Petty	STP	Dodge	500
2	4	Benny Parsons	Kings Row Fireplace	Chev	494
3	1	Buddy Baker	Bud Moore Engineering	Ford	493
4	8	Cecil Gordon	Bob Stott Chevrolet	Chev	486
5	10	James Hylton	Nitro 9	Chev	482
6	5	Darrell Waltrip	Terminal Transport	Chev	475
7	9	David Sisco	Reliable Plumbing	Chev	474
8	7	Dave Marcis	K & K Insurance	Dodge	472
9	11	Richard Childress	L. C. Newton Trucking	Chev	470
10	23	Rick Rudd	Champion Racing	Ford	456
11	13	D. K. Ulrich	Ulrich Racing	Chev	452
12	14	Frank Warren	Warren Racing	Dodge	431
13	19	Ed Negre	10,000 RPM Speed Equip.	Dodge	424
14	21	Jabe Thomas	Wards Mobile Homes	Chev	412
15	16	Buddy Arrington	Arrington Racing	Plym	405
16	12	Henly Gray	McDuffie Racing	Chev	394
17	18	Elmo Langley	Langley Racing	Ford	346
18	17	Walter Ballard	Ballard Racing	Chev	200
19	6	Richard Brooks	Truxmore Industries	Ford	186
20	3	Cale Yarborough	Johnson Racing	Chev	155
21	20	Travis Tiller	Precision Engine Mach.	Dodge	154
22	15	Joe Frasson	Frasson Racing	Dodge	128
23	22	Earl Canavan	Kava Coffee	Dodge	34

Time of Race: 2 Hours, 43 Minutes, 53 Seconds.  
 Average Speed: 97.053 MPH.  
 Fastest Qualifier: Buddy Baker, 1975 Ford, 110.951 MPH (17.294 Seconds).  
 Caution Flags: 2 for 27 Laps.

Welcome Race Fans

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# THE VOLUNTEER 500

## ACTION SCENES



(John Beach, Photos)

Below: Volunteer 500 winner, Richard Petty receives congratulations from Bristol Speedway President, Larry Carrier.



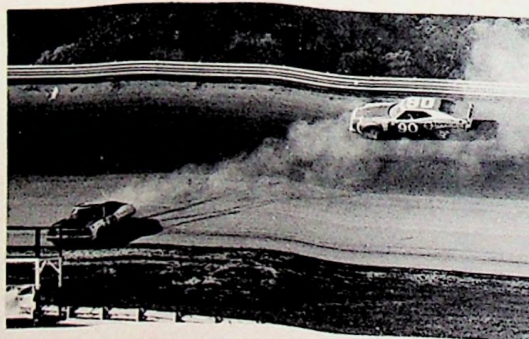
1  
9  
7  
5



Left: Petty signs autograph for and chats with one of his young admirers.



Right: Cale Yarborough walks despondantly from drivers dressing room after his car had rear end trouble on the 155th lap.



# Posted Awards For The Southeastern "400" (16th Annual)



## SOUTHEASTERN "400" (16th ANNUAL)

A WINSTON CUP Grand National® Event



TRACK: BRISTOL INTERNATIONAL SPEEDWAY, BRISTOL, TENN.

.533 Mile Paved Speedway

PROMOTER: Bristol International Speedway Corp.

RACE DATE: Sunday, March 14, 1976 - 1:30 p.m.

### 400 LAPS (213.2 Miles) and QUALIFYING EVENTS ..... \$80,590 POSTED AWARDS

(Including \$4,800 NASCAR Winston Cup Grand National Championship point money, \$7,750 Grand National Car Owners' Special Point Fund money as per Plan 1, and \$14,000 Grand National Car Owners' Winner's Circle Achievement and Point Fund Award Program.)

#### DISTRIBUTION:

(Winston Cup Grand National points will be distributed to all entrants according to their official order of finish in the event as per the 1976 Winston Cup point schedule in the 1976 NASCAR Rule Book.)

PLACE	Promoter's Prize Fund	Television Awards	Car, Truck & Brake Parts	Road Cams	STP Oil Treatment & Oil Filters	Union "76" Division	TOTAL AWARDS																				
1st	\$10,000	(\$50)	\$250	\$150	\$600	\$500	\$11,550																				
2nd	5,000	( 50)	150	100	400	300	6,000																				
3rd	3,000	( 50)	100	50	200	200	3,600																				
4th-\$2,000 (\$50)	5th-\$1,650 (\$50)	6th-\$1,200 (\$50)	7th-\$1,100 (\$50)	8th-\$1,000 (\$50)	9th-\$900 (\$50)	10th-\$850 (\$50)	11th-\$750 (\$50)	12th-\$700 (\$50)	13th-\$670 (\$50)	14th-\$650 (\$50)	15th-\$640 (\$50)	16th-\$590 (\$50)	17th-\$570 (\$50)	18th-\$550 (\$50)	19th-\$530 (\$50)	20th-\$510 (\$50)	21st-\$490 (\$50)	22nd-\$470 (\$50)	23rd-\$450 (\$50)	24th-\$440 (\$50)	25th-\$420 (\$50)	26th-\$400 (\$50)	27th-\$380 (\$50)	28th-\$370 (\$50)	29th-\$360 (\$50)	30th-\$350 (\$50)	(Amounts bracketed ( ) represent television awards.)



#### TELEVISION MONEY

Under the division of the NASCAR television program, \$250 per \$1,000 of the gross television receipts is received for driver entries and is to be paid as a part of the race day purse if a special retirement point fund has not been announced prior to the distribution of the official entry blank. Therefore, the drivers' share of the SOUTHEASTERN "400" television receipts is \$1,500 and will be distributed among the 30 finishing positions in the event as follows: \$50 each to 1st thru 30th places. No NASCAR championship point fund money will be paid on the television money.

#### QUALIFYING AND SPECIAL AWARDS

\$2,450 Time Trial awards, divided: Fri., Mar. 12 - 1st-\$1,000 2nd-\$500 3rd thru 5th-\$100 each.  
Sat., Mar. 13 - 1st-\$300 2nd-\$200 3rd thru 5th-\$50 each.

\$8,000 Lap prize awards, divided: \$20 to leader of each lap.

\$1,250 to Winston Cup Grand National Champion Richard Petty if he enters before entry deadline and competes.

\$750 Edelbrock award to car owners, divided: 1st-\$350 2nd-\$250 3rd-\$150.

\$100 for new track record.

\$50 to any entrant who does not make field.

Special Trophy to winner.

#### INSPECTION, PRACTICE and QUALIFYING SCHEDULE and PROCEDURE

NOTE: Two consecutive qualifying laps. Faster lap determines qualifying position. NASCAR reserves the right to have more than one car engage in qualifying runs at the same time. (Field limited to 30 starters).

Fri., March 12 - Registration and Inspection 8 a.m. Practice 9 a.m. to 12 noon. Time trials starting at 1:30. (Fastest 10 cars earn positions 1 thru 10)

Sat., March 13 - Practice 9 a.m. to 12 noon. Time trials starting at 1:30. (Fastest 20 cars earn positions 11 thru 30)

NOTE: In the event of rain on the first qualifying day, the unfilled positions for that day will be filled on the second qualifying day. Should qualifying on the first qualifying day not be completed because of unforeseen circumstances, all recorded times will be retained and eligible cars which do not make qualifying runs on the first qualifying day because of unforeseen circumstances will be scheduled to attempt to qualify at the beginning of the second day qualifying session and will be eligible for first day qualifying positions stipulated on the official entry blank. No qualifying times will be retained from a specific qualifying period unless all drivers scheduled, by drawing, to attempt to qualify during that scheduled period have had an opportunity to do so.

If a car attempting to qualify for a first day qualifying position on the second day does not qualify for a first day qualifying position, the car's recorded time may apply as a second day qualifying time provided the car does not make another qualifying attempt on the second day. In the event adverse weather prevents qualifying on the final qualifying day, the unfilled positions will be determined according to the time recorded in the car's last preceding qualifying attempt provided the car has posted an acceptable qualifying speed. Cars which post acceptable qualifying speeds will be assigned starting positions on the basis of speed and any positions left unfilled will be assigned eligible cars as set forth in NASCAR Bulletin WCGN - 1/9/76 which contains procedure for starting position assignment at all Winston Cup Grand National championship division races in the event any portion of qualifying events are not completed.

Only one qualifying attempt will be allowed each car in each scheduled qualifying period. Drivers who fail to earn a starting position in first day qualifying may stand on time by notifying the Chief Steward or Official Timer before leaving the race track that day. This means the time recorded in the unsuccessful qualifying run is official and will be used on the final qualifying day. Drivers who stand on time are not eligible for time trial awards.

#### MANUFACTURERS' PRIZE MONEY CONDITIONS

Participation in manufacturers' prize money is contingent upon the use of their products, display of decals as specified by manufacturer and approved by NASCAR, display of logo emblem on the driving suit (if required), and signing of proper product usage certification and advertising release. Prize money will be paid according to official finishing position, and entrants cannot win awards of more than one competing manufacturer.

Prize awards posted by Union Oil Company of California and its Union 76 Division (Union) will be paid only to starting drivers. Payment of such prize money posted by Union is contingent upon the use of Union gasoline exactly as supplied by Union at the track. Payment of Union prize money is also contingent upon the signing of advertising and publicity releases by driver and car owner and the display on the car of normal Union identification decals and insignia without the display thereon of advertising for gasolines which are manufactured by others than Union.

#### ELIGIBILITY REQUIREMENTS

Drivers must hold a valid 1976 license in NASCAR.

This program will be run under the 1976 NASCAR rules, regulations and specifications, and in signing an entry or taking part in any of the events described in this entry blank, all competitors agree to abide by all official NASCAR decisions and regulations.

Any driver who files an entry postmarked after March 1, 1976, will receive prize money, provided entry is accepted, but must pay \$50 post entry fee and will not be credited with NASCAR championship points for the program. Entries MUST be made by MAIL. No entries accepted by telephone or telegraph.

ALL CARS MUST USE OFFICIAL FUEL, UNION GASOLINE IS THE OFFICIAL FUEL. All fuel must be taken from UNION pumps at the track, and all fuel used during the race will be supplied by UNION. Each driver must furnish his own approved filler cans. No funnels permitted.

# RACE RECORDS FOR BIS — 500 LAPS

	Date	Time	Avg. Speed	Winner	Car	
SOUTHEASTERN 500	10-22-61	3:37:02	72.45	J. Weatherly	61 Pontiac	
	7-29-62	3:19:16	75.28	J. Paschal	62 Plymouth	
	3-31-63	3:15:02	76.91	F. Roberts	63 Ford	
	3-22-64	3:37:46	72.19	F. Lorenzen	64 Ford	
	5- 2-65	3:20:10	74.94	J. Johnson	65 Ford	
	3-20-66	3:34:36	69.95	D. Hutcherson	66 Ford	
	3-19-67	3:17:32	75.93	D. Pearson	67 Dodge	
	3-17-68	3:14:11	77.247	D. Pearson	68 Ford	
	3-29-69	3:04:09	81.455	B. Allison	69 Dodge	
	4- 5-70	3:02:42	87.543	D. Allison	69 Ford	
	3-28-71	2:52:23	91.704	D. Pearson	71 Ford	
	4- 9-72	2:50:18	92.826*	B. Allison	72 Chevrolet	
	3-25-73	2:57:43	88.952	C. Yarborough	73 Chevrolet	
	3-17-74	2:30:38	94.016	C. Yarborough	74 Chevrolet	
	3-16-75	2:43:53	97.053	R. Petty	74 Dodge	
	VOLUNTEER 500	7-30-61	3:39:23	68.37	J. Smith	61 Pontiac
		4-29-62	3:24:22	73.32	B. Johns	62 Pontiac
		7-28-63	3:20:25	74.84	F. Lorenzen	63 Ford
		7-26-64	3:12:12	78.04	F. Lorenzen	64 Ford
		7-25-65	4:02:37	61.826	N. Jarrett	65 Ford
7-24-66		3:12:24	77.963	P. Goldsmith	66 Plymouth	
7-23-67		3:10:35	78.705	R. Petty	67 Plymouth	
7-21-68		3:16:34	76.310	D. Pearson	68 Ford	
7-20-69		3:08:07	84.043	D. Pearson	69 Ford	
7-19-70		3:08:23	84.880	B. Allison	69 Dodge	
(Race Record) — 7-11-71		2:38:12	101.074*	C. Clotzbach	71 Chevrolet	
7- 9-72		2:50:28	92.735	B. Allison	72 Chevrolet	
7- 8-73		2:53:04	91.342	B. Parsons	73 Chevrolet	
7-14-74		3:31:58	74.606	C. Yarborough	75 Chevrolet	
11- 2-75		2:44:49	97.106	R. Petty	75 Dodge	

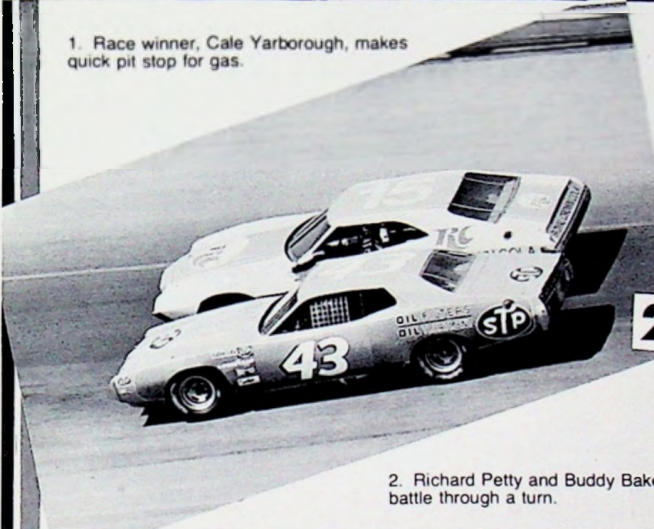
# QUALIFYING RECORDS — 1 LAP

	Date	Time	Avg. Speed	Winner	Car
SOUTHEASTERN 500	10-22-61	22.32	80.64	B. Johns	61 Pontiac
	7-29-62	22.41	80.32	F. Roberts	62 Pontiac
	3-31-63	22.31	80.68	F. Lorenzen	63 Ford
	3-22-64	22.32	80.64	M. Panch	64 Ford
	5- 2-65	21.27	84.63	M. Panch	65 Ford
	3-20-66	20.87	86.248	D. Pearson	65 Dodge
	3-19-67	20.66	87.124	D. Dieringer	67 Ford
	3-17-68	20.32	88.582	R. Petty	68 Plymouth
	3-23-69	20.30	88.669	B. Isaac	69 Dodge
	4- 5-70	17.722	107.079*	D. Pearson	69 Ford
	3-28-71	17.983	105.525	D. Pearson	71 Ford
	4- 9-72	17.756	106.874	B. Allison	72 Chevrolet
	3-11-73	17.635	107.608*	C. Yarborough	73 Chevrolet
	3-17-74	17.0606	107.785*	D. Allison	74 Chevrolet
	(Qual. Record) — 3-16-75	17.294	110.951	B. Baker	75 Chevrolet
	VOLUNTEER 500	7-30-61	22.72	79.22	F. Lorenzen
4-29-62		22.12	81.37	F. Roberts	62 Pontiac
7-28-63		21.89	82.22	F. Lorenzen	63 Ford
7-26-64		21.71	82.91	R. Petty	64 Plymouth
7-25-65		21.34	83.92	F. Lorenzen	65 Ford
7-24-66		21.35	84.309	C. Turner	65 Chevrolet
7-23-67		20.78	86.621	R. Petty	67 Plymouth
7-21-68		20.59	87.421	L. Yarbrough	68 Ford
7-20-69		18.347	103.432	C. Yarborough	69 Mercury
7-19-70		17.870	107.375*	C. Yarborough	70 Mercury
7-11-71		18.144	104.589	R. Petty	71 Plymouth
7- 9-72		17.886	107.209	B. Allison	72 Chevrolet
7- 8-73		17.823	106.472	C. Yarborough	73 Chevrolet
7-14-74		17.874	108.169	R. Petty	74 Dodge
11- 2-75	17.418	110.162	C. Yarborough	75 Chevrolet	

## SCENES FROM BRISTOL SPEEDWAY



1. Race winner, Cale Yarborough, makes quick pit stop for gas.



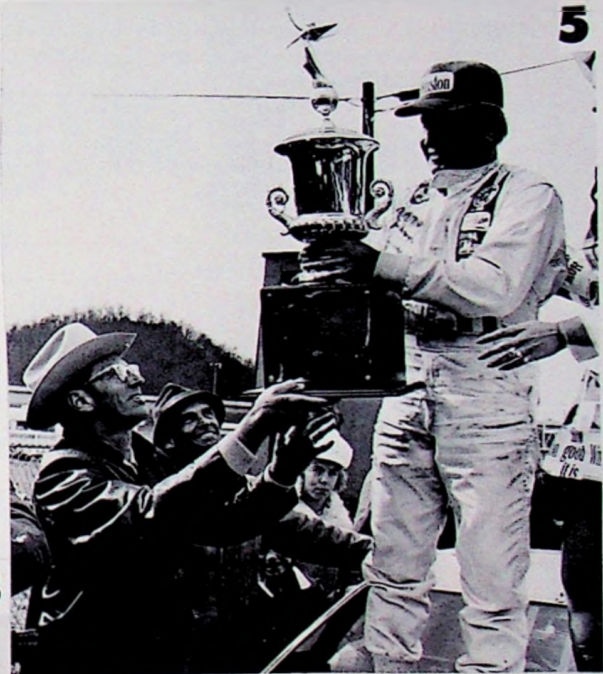
2. Richard Petty and Buddy Baker battle through a turn.



3. Part of the annual huge crowds that attend the exciting Bristol Speedway races enjoy the race and sunshine.



4. Cale Yarborough and Buddy Baker got a little sideways in the north turn as infield spectators look on.



5. Race Director and Speedway President presents handsome winner's trophy to Cale Yarborough. (74 Volunteer 500 Race).



6. Donnie Allison in car 88 cruises by as Dean Dalton (7), Richard Petty (43) and L. O. Ottinger (02) get in an unusual situation that is sometimes called forward, sideways and backwards all at the same time. (All photos by John Beach)



# LOOKING OVER THE WINSTON CUP GRAND NATIONALS

- (1) CLIFTON BURTON (COO COO) MARLIN of Columbia, Tenn. Birthdate: Jan. 3, 1932. Wife, Eula Faye. One child—Sterling. Moved up with his best season in 1975 with 11 top 10 positions in 23 races for \$47,723 earnings. Started in GN competition in 1966 with limited action. Was outstanding in Late Model Sportsman competition.
- (2) LENNIE POND of Ettrick, Va. Birthdate: Aug. 11, 1940. Wife, Jane. Three children—Lyndsey, Lennie, Kent. Lennie looks for his best season in 1976 with new Pepsi-Cola sponsorship. Was Rookie of the Year in 1973. Won \$50,015 in 1975 for best season.
- (3) EZRA (JABE) THOMAS of Christiansburg, Va. Birthdate: May 12, 1930. A practical jokester in garage area. Racing, mostly limited, in GN events since 1965. Total earnings \$210,826.
- (4) CARL ADAMS of National City, Ca. Birthdate: Aug. 3, 1942. Wife, Mary Jo. Two children. Among youngest drivers. Had entered only eight races prior to 1975. Posted four top 10 finishes in 20 starts for runner-up honors in Rookie of the Year campaign.
- (5) BOBBY ALLISON of Hueytown, Ala. Birthdate: Dec. 3, 1937. Wife, Judy. Four children—Davey, Bonnie, Clifford, Carrie. Another member of the million dollar group. Although Bobby's 1975 season was far from his best, he won three GN races in 19 starts for \$122,435 earnings to increase total to \$1,178,731 although 24th in point standings. Ranks as one of top all-time leaders of GN competition with 46 wins since entering ranks in 1961 and has 350 sportsman wins to credit and was former modified champion. Was former Martini & Rossi driver award winner and was Most Popular Late Model Sportsman driver for 1974, and Most Popular GN driver in 1971, 1972 and 1973.
- (6) BRUCE JACOBI of Indianapolis, Ind. Birthdate: June 23, 1935. Wife, Ya Da. Three children—Mark, Alan, Susan. Jacobi finished third among the Rookie of the Year drivers for 1975, his first in GN competition. In 15 races, Jacobi finished in top 10 ranks three times for total earnings of \$29,455. Raced on a limited schedule.
- (7) DEAN DALTON of Asheville, N. C. Birthdate: June 18, 1946. Wife, Shirlane. Entered only 15 races for 1975 with \$19,430 winnings. Racing in GN since 1971.
- (8) D. K. ULRICH of Woodbury, N. J. and Charlotte, N. C. Birthdate: April 10, 1944. Single. Regarded as very promising prospect. Started in GN racing in 1971. Entered 16 races in 1975 with \$16,525 earnings.

(International Speedway pictures. Art layout by Ann Smith.)





# NASCAR Grand National Champs and Leaders



Year	Pos. 1	2	3	4	5	6	7	8	9	10
1949	R. Byron 842.5	L. Petty 725	B. Flock 704	B. Blair 567.5	F. Flock 554.5	C. Turner 430	R. Erickson 422	T. Flock 421	G. Dunnaway 384	F. Mundy 375
1950	B. Rexford 1959	G. Roberts 1848.5	L. Petty 1590	L. Moore 1398	C. Turner 1375.5	J. Mantz 1282	C. Mahoney 1217.5	D. Linder 1121	J. Florian 801	B. Blair 766
1951	H. Thomas 4208.45	F. Flock 4062.25	T. Flock 3722.5	L. Petty 2392.25	F. Mundy 1963.5	B. Shuman 1368.75	J. Taylor 1214	D. Rathmann 1040	B. Snowden 1009.25	J. Eubanks 1005.5
1952	T. Flock 6858.5	H. Thomas 6752.5	L. Petty 6498.5	F. Flock 5183.5	R. Rathman 3952.5	B. Blair 3449	J. Eubanks 3090.5	R. Duhigg 2986.5	D. Thomas 2574	B. Shuman 2483
1953	H. Thomas 8460	L. Petty 7814	D. Rathmann 7362	B. Baker 6713	F. Flock 6174	T. Flock 5011	J. Paschal 4211	J. Eubanks 3603	J. Lewallen 3508	C. Turner 3373
1954	L. Petty 8649	H. Thomas 8366	B. Baker 6893	D. Rathmann 6760	H. McGriff 5467	J. Paschal 5137	J. Lewallen 3903	C. Turner 3233	R. Ligouri 2994	B. Pitt 2955
1955	T. Flock 9596	B. Baker 9088	L. Petty 7194	B. Welborn 5460	H. Thomas 5186	Jr. Johnson 4810	E. Skinner 4652	J. Paschal 4572	J. Lewallen 4360	F. Flock 4266
1956	B. Baker 9272	H. Thomas 8586	A. Thompson 8328	L. Petty 8324	J. Paschal 7878	B. Myers 6920	C. Roberts 5794	R. Moody 5548	T. Flock 5062	M. Panch 4680
1957	B. Baker 10716	M. Panch 9956	A. Thompson 8580	L. Petty 8528	J. Smith 8464	G. Roberts 8268	J. Allen 7068	L. D. Austin 6532	B. King 5740	J. Paschal 5136
1958	L. Petty 12232	B. Baker 11586	A. Thompson 8792	L. Rollins 8124	J. Smith 7666	L. D. Austin 6972	R. White 6552	Jr. Johnson 6380	E. Pagan 4910	J. Reed 4762
1959	L. Petty 11792	C. Owens 7684	A. Thompson 7684	H. Beam 7396	B. Baker 7170	T. Pistone 7050	L. D. Austin 6519	J. Smith 6150	J. Reed 5714	R. White 5526
1960	R. White 21164	R. Petty 17228	B. Johns 14964	B. Baker 14674	N. Jarrett 14660	L. Petty 14510	Jr. Johnson 9932	E. Zervakis 9720	J. Paschal 8968	B. Matthews 8458
1961	N. Jarrett 27272	R. White 26442	E. Zervakis 22312	J. Weatherly 17894	F. Roberts 17600	Jr. Johnson 17178	J. Smith 15186	R. Petty 14984	F. Roberts 13922	B. Baker 13746
1962	J. Weatherly 30836	R. Petty 28440	N. Jarrett 25336	J. Smith 22870	R. White 19424	J. Paschal 18128	F. Lorenzen 17554	F. Roberts 16380	M. Panch 15138	D. Pearson 14404
1963	J. Weatherly 33398	R. Petty 31170	F. Lorenzen 29684	N. Jarrett 27214	F. Roberts 22642	J. Pardue 22228	D. Dieringer 21418	D. Pearson 21156	R. White 20976	T. Lund 19624
1964	R. Petty 40252	N. Jarrett 34950	D. Pearson 32146	B. Wade 28474	J. Pardue 26570	C. Crider 25606	J. Paschal 25450	L. Thomas 22950	B. Baker 22366	M. Panch 21480
1965	N. Jarrett 38824	D. Hutcherson 35790	D. Dieringer 24648	G. C. Spencer 24314	M. Panch 22798	B. Derrington 21154	J. T. Putney 20624	N. Castles 20576	Buddy Baker 20304	C. Yarborough 20192
1966	D. Pearson 35638	J. Hylton 33688	R. Petty 22592	H. Gray 22468	P. Goldsmith 22078	W. Scott 21702	J. Sears 21432	J. T. Putney 21208	N. Castles 20446	B. Allison 19910
1967	R. Petty 42472	J. Hylton 36444	D. Hutcherson 33658	B. Allison 30812	J. Sears 29078	J. Paschal 27624	D. Pearson 26302	N. Castles 23218	E. Langley 22286	W. Scott 20700
1968	D. Pearson 3499	B. Isaac 3330	R. Petty 3073	C. Lynn 3000	J. Sears 2971	E. Langley 2779	J. Hylton 2671	W. Scott 2647	J. Thomas 2647	R. Tyner 2472
1969	D. Pearson 4170	R. Petty 3813	J. Hylton 3750	N. Castles 3530	E. Langley 3383	B. Isaac 3301	J. Sears 3166	J. Thomas 3103	W. Scott 3015	C. Gordon 3002
1970	B. Isaac 3911	B. Allison 3860	J. Hylton 3788	R. Petty 3447	N. Castles 3158	E. Langley 3154	J. Thomas 3120	B. Parsons 2993	D. Marcis 2820	F. Warren 2697
1971	R. Petty 4435	J. Hylton 4071	C. Gordon 3677	B. Allison 3636	E. Langley 3356	J. Thomas 3200	B. Champion 3058	F. Warren 2886	J. D. McDuffie 2862	W. Ballard 2633
1972	R. Petty 8701.40	B. Allison 8573.50	J. Hylton 5158.70	C. Gordon 7326.05	B. Parsons 6844.15	W. Ballard 6781.45	E. Langley 6656.25	J. Sears 6298.50	D. Dalton 6295.05	B. Arnold 6179
1973	B. Parsons 7173.80	C. Yarborough 7106.65	C. Gordon 7046.80	J. Hylton 6972.75	R. Petty 6877.95	B. Baker 6327.60	B. Allison 6272.30	W. Ballard 5955.70	E. Langley 5826.85	J. D. McDuffie 5743.90
1974	R. Petty 5037.750	C. Yarborough 4470.300	D. Pearson 2389.250	B. Allison 2019.195	B. Parsons 1591.500	D. Marcis 1378.200	B. Baker 1016.880	E. Ross 1009.470	C. Gordon 1000.650	D. Sisco 956.200
1975	R. Petty 4783	D. Marcis 4061	J. Hylton 3914	B. Parsons 3820	R. Childress 3818	C. Gordon 3702	D. Waltrip 3462	E. Langley 3399	C. Yarborough 3295	D. Brooks 3182

# Results Of The Winston Western Grand National Races For 1975

Date	Track and Size	Miles Dist.	Time	Avg. Speed	First Place	Second Place	Third Place	Fourth Place	Fifth Place	Fastest Qualifier	Speed
1/19	RIVERSIDE, CALIF. 2.62 Mile Paved Road Course	500	5:05:28	98.627	Bobby Allison Matador	David Pearson Mercury	Cecil Gordon Chevrolet	Dave Marcis Dodge	Elmo Langley Ford	Bobby Allison '75 Matador	110.382
5/ 4	MONTEREY, CALIF. 1.9 Mile Paved Road Course	100	1:19:40	76.000	Chuck Wahl Chevrolet	Jim Insolo Chevrolet	Bill Schmitt Chevrolet	Ray Elder Dodge	Bill Osborn Ford	Jim Insolo '74 Chevrolet	95.901
5/10	PHOENIX, ARIZ. ½ Mile Dirt	50	0:54:00	55.555	Bill Cheesbourg Chevrolet	Jim Insolo Chevrolet	Richard White Chevrolet	James Boyd Dodge	Ray Elder Dodge	Ray Elder '74 Dodge	70.743
5/26	GARDENA, CALIF. ½ Mile Dirt	50	0:44:00	68.178	Sonny Easley	Ray Elder	Jim Insolo Chevrolet	Ivan Baldwin Dodge	Bill Cheesbourg Chevrolet	Jim Insolo '74 Chevrolet	72.576
6/ 8	RIVERSIDE, CALIF. 2.62 Mile Paved Road Course	400	3:58:04	101.028	Richard Petty Dodge	Bobby Allison Matador	Benny Parsons Chevrolet	Ray Elder Dodge	Dave Marcis Dodge	Bobby Allison '75 Matador	110.353
6/27	GARDENA, CALIF. ½ Mile Dirt	50	0:53:08	56.461	Ray Elder Dodge	Sonny Easley Ford	Jim Insolo Chevrolet	Steve Vaughn Chevrolet	Walt Price Chevrolet	Jim Insolo '74 Chevrolet	73.661
7/ 3	HERMISTON, OREGON ¼ Mile Paved	25	0:26:04	57.544	Ernie Stierly Chevrolet	John Kieper Chevrolet	Ray Elder Dodge	James Boyd Dodge	Chuck Wahl Chevrolet	Ernie Stierly '72 Chevrolet	56.193
7/ 4	PORTLAND, OREGON ½ Mile Paved	50	0:50:52	58.977	Ernie Stierly Chevrolet	Ray Elder Dodge	Russ Kusah Chevrolet	Chuck Wahl Chevrolet	Chuck Bown Dodge	Ray Elder '74 Dodge	81.088
7/ 6	MONROE, WASH. ¾ Mile Paved	93.7	1:10:15	80.071	Ray Elder Dodge	Chuck Wahl Chevrolet	Chuck Bown Chevrolet	John Kieper Chevrolet	Ivan Baldwin Dodge	Ray Elder '74 Dodge	86.661
7/26	SANTA MARIA, CALIF. 1/3 Mile Dirt	33.3	0:54:44	36.540	Ray Elder Dodge	Don Puskarich Chevrolet	Hugh Pearson Chevrolet	Jim Boyd Dodge	Steve Vaughn Chevrolet	Don Puskarich '72 Chevrolet	67.720
8/ 1	LAS VEGAS, NEVADA ¼ Mile Paved	25	0:44:31	33.695	Chuck Wahl Chevrolet	Jim Boyd Dodge	Ray Elder Dodge	Richard White Chevrolet	Ron Gautsche Ford	Chuck Wahl '74 Chevrolet	54.701
8/22	CLOVIS, CALIF. ½ Mile Dirt	50	0:49:38	60.443	Jim Insolo Chevrolet	Bill Schmitt Chevrolet	Ray Elder Dodge	Sonny Easley Ford	Jim Boyd Dodge	Jim Boyd '74 Dodge	68.781
8/24	GARDENA, CALIF. ½ Mile Dirt	50	0:46:59	63.852	Sonny Easley Ford	Jim Boyd Dodge	Dennis Wilson Chevrolet	Vince Schiro Chevrolet	Richard White Chevrolet	Jim Insolo '75 Chevrolet	70.213
8/31	MONROE, WASH. ¾ Mile Paved	125	1:42:31	73.158	Ray Elder Dodge	Hershel McGriff Chevrolet	Harry Jefferson Ford	Ron Gautsche Chevrolet	Jack Kuper Chevrolet	Don Hall '75 Chevrolet	86.581
9/ 6	YAKIMA, WASH. ½ Mile Paved	50	0:59:56	50.055	Jim Insolo Chevrolet	Sonny Easley Ford	Chuck Wahl Chevrolet	Jim Boyd Dodge	Ray Elder Dodge	Jim Insolo '72 Chevrolet	82.663
9/ 7	PORTLAND, OREGON ½ Mile Paved	75	1:13:00	61.643	Bill Schmitt Chevrolet	Chuck Bown Dodge	Chuck Wahl Chevrolet	John Kieper Chevrolet	Russ Kusah Chevrolet	Chuck Bown '73 Dodge	81.462
9/20	PHOENIX, ARIZ. ½ Mile Dirt	75	Race stopped due to track conditions.		Ray Elder Dodge	Larry Dagley Chevrolet	Dennis Wilson Chevrolet	Jim Boyd Dodge	Ron Stagner Chevrolet	Steve Vaughn '72 Chevrolet	70.12
11/23	ONTARIO, CALIF. 2.5 Mile Paved	500	3:33:12	140.712	Buddy Baker Ford	David Pearson Mercury	Dave Marcis Dodge	Cale Yarborough Chevrolet	Bobby Allison Matador	David Pearson Mercury	153.525

# Darrell Waltrip —

# Gatorade And DiGard Make Him Real Threat



SOME OF GATORADE TEAM: Darrel Waltrip, young Tennessee star who is now driving the DiGard No. 88 Chevrolet sponsored by Gatorade, poses with Jim Gardner, left, of the DiGard team, and his ace mechanic, Mario Rossi. They have headquarters in Daytona Beach, near the Daytona International Speedway. (Lynn Justis picture)

## THE "DIGARD DIFFERENCE"

Modern, sound business principles intelligently applied and administered from a solid foundation established by hard work have a way of producing favorable results. And that—in a nutshell—is why DiGard Racing is roaring into the 1976 Grand National season with the confident optimism of a victorious Super Bowl coach who is about to open a new season with veteran starters returning at every position.

DiGard Racing began preparing for the stock car racing future over three years ago and, following sound management and organizational philosophies, 1976 is the year it expects to collect dividends.

Most stock car racing organizations offer potential sponsors promises of things to come. DiGard approached Gatorade with a total program, well-established and solid from top to bottom. The new relationship is geared to be mutually beneficial.

DiGard was originally founded by Mike DiProspero and Bill Gardner, an energetic and successful young Connecticut businessman who currently serves as Chairman of the Board. The President of the operation is his brother, Jim Gardner.

"Most of the racing teams we've observed all seem to take an unusual—almost 'what can you do for me'—approach toward a sponsor," said Bill Gardner. "We spent several seasons building a highly competitive

racing team before we made a proposal to Gatorade. We wanted to be sure we could deliver before we asked a sponsor to become involved."

"We entered auto racing as a business," Bill Gardner added. "We know that it takes not only financial and management ability but also the right people to be successful in this sport. We have constantly striven for the best possible combination to become a consistent winner in Winston Cup Grand National competition. It has been time consuming, but we are very enthusiastic about the future."

"We are ready," Jim Gardner said with a smile. "Gatorade, Darrell Waltrip and DiGard face the 1976 season with a very real sense of confidence."

# WINSTON SUPPORT HELPS NASCAR RACING

NASCAR racing is one of the largest and most popular types of automobile racing in the world, and one of the big reasons for the success NASCAR enjoys is the support it receives from sponsors like Winston cigarettes.

This year Winston will pay out a whopping \$235,000 in point fund monies in the three NASCAR series that make up the Winston NASCAR Racing Program.

In this, the sixth year of Winston's involvement in NASCAR Grand National Racing, the Winston Cup Point Fund will be \$150,000. This will be paid off in three legs during the season, with a final payoff next year at Daytona during Speedweeks.

If a driver can manage to win all three legs and the overall Winston Cup championship, as Richard Petty did in 1975, he will receive a total of \$51,000 from Winston.

In addition to the Winston Cup Grand National Point Fund, Winston cigarettes also support the Grand National West Series with a \$25,000 point fund paid to the top five drivers at the end of the year.

Winston hasn't forgotten NASCAR Late Model Sportsman and Modified racing. This is the third year Winston has sponsored a track championship awards program at 60 NASCAR tracks across the country. This award, \$1,000 for each track champion plus a custom Bell helmet, is something every LMS and Modified driver goes after.

Winston also sponsors two of the biggest races on the Grand National calendar, the Winston Western 500 at Riverside International Raceway, and the Winston 500 at Talladega.

Add to the point fund money and the sponsored races all the pre-race promotion and advertising help Winston gives all of the NASCAR tracks, the five Winston No. 1 race cars that are on the road all year promoting NASCAR racing, then you'll see why we say "Winston loves racing as much as you do".



Miss Bebop Hobel of Atlanta, above, will be representing the Winston Racing Team as Miss Winston Cup for the Daytona Speedway Speed Weeks activities. (Dozier Mobley picture.)

## 1975 Winston Western Grand National Point Standings

1. Ray Elder, Caruthers, Calif.	1327.50
2. Sonny Easley, Van Nuys, Calif.	1142.25
3. Chuck Wahl, Burbank, Calif.	1102.25
4. Don Puskarich, Garden Grove, Calif.	1027.00
5. Dennis Wilson, Freedom, Calif.	1006.75
6. James O. Boyd, Cottonwood, Calif.	998.50
7. Jim Insolo, Mission Hills, Calif.	988.75
8. Richard White, Escondido, Calif.	865.75
9. Bill Schmitt, Redding, Calif.	778.00
10. Ron Gautsche, Truckee, Calif.	743.25
11. Steve Vaughan, Long Beach, Calif.	736.25
12. John Kieper, Portland, Ore.	590.75
13. Ivan Baldwin, Highland, Calif.	582.00
14. Ted Fritz, Modesto, Calif.	509.50
15. Don Hall, Puyallup, Wash.	454.75
16. Ernie Stierley, Vancouver, Wash.	418.00
17. Chuck Bown, Portland, Ore.	409.00
18. Hugh Pearson, Bakersfield, Calif.	404.50
19. Glen Francis, Bakersfield, Calif.	373.25
20. Jim Thompson, Stanwood, Wash.	335.00
21. Roger Patterson, Porterville, Calif.	296.75
22. John Soares, Hayward, Calif.	289.00
23. Ross Kusah, Portland, Ore.	282.25
24. Pete Torres, San Pedro, Calif.	275.75
25. Phil Goulet, Gervois, Ore.	273.50
26. Larry Dagley, Phoenix, Ariz.	269.50
27. Walt Price, Sylmar, Calif.	265.00
28. Bill Osborne, Rialto, Calif.	257.50
29. Jim Thirkettle, Sylmar, Calif.	236.25
30. Larry Snodderly, Lewiston, Idaho	234.00
31. Hershel McGriff, Bridal Veil, Ore.	232.75
32. Chuck Little, Spokane, Wash.	220.75
33. Bill Cheesbourg, Tucson, Ariz.	193.75
34. Ron Stagler, Bakersfield, Calif.	188.50
35. Harry Jefferson, Naches, Wash.	180.50
36. John Hamson, Santa Barbara, Calif.	173.75
37. Don Pruett, Burbank, Calif.	151.50
38. Ron Esau, San Diego, Calif.	151.00
39. Dick Krangler, Simi-Valley, Calif.	142.00
40. Marky James, Medford, Ore.	133.50
41. Jack Kuper, Roy, Wash.	132.75
42. Jack Simpson, Sylmar, Calif.	126.75
43. Carl Joiner, Portland, Ore.	108.50
44. Vince Schiro, Whittier, Calif.	106.00
45. Joe Chamberlain, Tigard, Ore.	104.75
46. Dale Lee, Tucson, Ariz.	102.50
47. Neil Newberry, Wenatchee, Wash.	98.00
48. Gary Mathews, Fresno, Calif.	94.00

## PAST WINSTON WEST CHAMPS

(1954 to 1970 formerly Pacific Coast Late Model Division)

1954 Lloyd Dane	1,530
1955 Danny Letner	2,056
1956 Lloyd Dane	4,476
1957 Lloyd Dane	3,574
1958 Eddie Gray	1,821
1959 Bob Ross	1,428
1960 Marvin Porter	1,476
1961 Eddie Gray	2,480
1962 Eddie Gray	1,364
1963 Ron Hornaday	1,424
1964 Ron Hornaday	4,706
1965 Bill Amick	3,036
1966 Jack McCoy, Modesto, Calif.	2,552
1967 Scott Cain	3,326
1968 Scott Cain	1,051
1969 Ray Elder, Caruthers, Calif.	1,060
1970 Ray Elder, Caruthers, Calif.	1,024
1971 Ray Elder, Caruthers, Calif.	1,471
1972 Ray Elder, Caruthers, Calif.	2,782.25
1973 Jack McCoy, Modesto, Calif.	1,673
1974 Ray Elder, Caruthers, Calif.	1,942

49. Rusty Gott, Selah, Wash.	92.75
50. Ron Reynolds, Cabazon, Calif.	81.75
51. Bobby Allison, Hueytown, Ala.	79.75
52. Don Waterman, Portland, Ore.	78.50
53. Bob Kennedy, Newport Beach, Calif.	69.50
54. Marion Smiley, Tucson, Ariz.	63.25
55. Al Tourond, Surrey, B. C., Canada	63.00
56. Gene Riniker, Riverside, Calif.	47.00
57. Dan Simkins, Orcutt, Calif.	46.75
58. Larry Esau, San Marcos, Calif.	46.00
59. Arnie Kruger, Pasadena, Calif.	42.75
60. Eddie Bradshaw, Bakersfield, Calif.	39.00
61. Jerry Oliver, Concord, Calif.	38.75

# Baby Grands Making Headway With NASCAR

The Baby Grands are well on their way and with the start of the 1976 season the smaller cars of NASCAR's latest division will be cutting vapors over tracks throughout the South, mostly in events preliminary to the Grand Nationals on Sundays.

Lance Childress of Winston-Salem is NASCAR's director of Baby Grand competition, and Lance has high hopes for the small car division—similar somewhat to the Goodrich Radial Challenge division of International Motor Sports Association headed by John Bishop.

A number of the Baby Grand events were staged throughout the South last year and Enoch Staley, President of North Wilkesboro Speedway, is one of the strong believers of the new division. Staley, after promoting a number of the events even before they became a part of NASCAR's program, staged a major Baby Grand event last October with a \$10,000 purse.

Actually, it all began with the formation of the Baby Grand National Racing Association, Inc., which was formed on June 26, 1973, by a group of drivers and car owners. The purpose of the organization was to provide races with adequate purposes for the members on a regular basis.

The first year of BGNRA proved successful with events being presented at North Wilkesboro Speedway, Bowman Gray Stadium, Caraway Speedway, New Asheville Speedway, Hickory Speedway and others in that area. The cars which made up the Baby Grand classification included four cylinder compacts such as Pintos, Vegas, Capris, Fiats and others.

Among the drivers in the new circuit were such veterans as Charlie Triplett, one of the founders of the division and a former NASCAR Grand National driver; Carl Dean Combs of the Wilkesboro area and a chip off the old block that included Charlie Combs and Jack Combs, officials of North Wilkesboro Speedway; Gary Staley of North Wilkesboro, one of the younger members. Combs, incidentally, won the championship of the circuit in 1975.

The circuit was already well organized when along came Larry Pearson, son of Grand National star David Pearson, to join the ranks and almost immediately Larry became one of the favorites.

After a second successful season and expansion into new tracks in 1974, the BGNRA members completed negotiations with NASCAR to make it the Baby Grand Division of NASCAR. For NASCAR, the Baby Grands had a successful racing organization underway. For the Baby Grands, NASCAR had an excellent benefit and protection plan for the drivers and an infinite amount of opportunity for the young organization to merge with the most successful racing organization in the world.



The Champ  
DEAN COMBS

Lance Childress, who had been associated with Pete Keller in the organization of the Modified and Late Model Sportsman Divisions of NASCAR, took over the direction of the Baby Grand program, and interest began skyrocketing in the competition.

With the end of the 1975 season, Dean Combs emerged as the champion with 481 points, trailed by Dean Craven of North Wilkesboro with 419 points and Eddie Caudill of Wilkesboro, N. C. with 344 points.

The 1975 champion has been competing in the circuit for just two years. He's 23, married and he and his wife, Diane, have three children.

An interesting feature of the Baby Grand Circuit as observed by North Wilkesboro's track manager, Enoch Staley, is that the drivers also do most of their mechanical and engineering work in preparing their cars.

Dean Combs, for instance, is the son of Jack Combs, speedway official, and he spends all his spare time from regular work to get his racing machine ready for the next test.

"There are lots of promising young drivers in the circuit that will be moving up to the Grand Nationals," Staley contends. Combs is one that can be expected. He just needs another year in Baby Grands.



LANCE CHILDRESS of Winston-Salem, former Grand American and Sportsman driver, is heading the Baby Grand Circuit for NASCAR.

## 1975 BABY GRAND DRIVER STANDINGS

1. Dean Combs, No. Wilkesboro, N. C.	481
2. Dean Craven, No. Wilkesboro, N. C.	419
3. Eddie Caudill, Wilkesboro, N. C.	344
4. Donald Sparks, No. Wilkesboro, N. C.	320
5. Larry Caudill, Boone, N. C.	299
6. Jerry Rhymer, Winston-Salem, N. C.	297
7. Gwyn Bullis, Boomer, N. C.	297
8. Charlie Triplett, No. Wilkesboro, N. C.	286
9. Larry Pearson, Spartanburg, S. C.	274
10. Rickey Watson, Boone, N. C.	265
11. J. V. Reins, Wilkesboro, N. C.	252
12. Rick Reeves, Millers Creek, N. C.	247
13. Buddy Sneed, Black Mountain, N. C.	245
14. Danny Jones, Wilkesboro, N. C.	235
15. Dean Shephard, Wilkesboro, N. C.	229
16. Eugene Eller, Wilkesboro, N. C.	226
17. Jerry Carrigan, Taylorsville, S. C.	224
18. Ronald Fox, Taylorsville, N. C.	216

(Continued next page)



HERE'S A TYPICAL ACTION scene from a Baby Grand at Charlotte Motor Speedway last year. And driving No. 21, naturally, is Larry Pearson, son of David Pearson of Grand National fame.

BABY GRAND (Con't.)

19. Gary Staley, No. Wilkesboro, N. C.	216
20. Keith Miller, Catawba, N. C.	208
21. Shane Reins, Wilkesboro, N. C.	200
22. Roger Hamby, Ferguson, N. C.	200
23. Ronnie Thomas, Christiansburg, Va.	175
24. Walter Johnston, No. Wilkesboro, N. C.	162
25. Jerry Vestal, Moravian Falls, N. C.	156
26. Max Phillips, No. Wilkesboro, N. C.	124
27. Ronnie Wood, Chatham, Va.	92
28. Pete Pistone, Charlotte, N. C.	68
29. Mike Clements, Rock Hill, S. C.	62
30. Mike Carpenter, Polkton, N. C.	61
31. Johnny Mastin, No. Wilkesboro, N. C.	58
32. Jerry Fox, Taylorsville, N. C.	58
33. Ron Grana, Charlotte, N. C.	56
34. Tommy Chapman, Wilkesboro, N. C.	46
35. Roger Wiles, Hays, N. C.	38
36. Horace Long, Roxboro, N. C.	31
37. Kenny Lindell, Norfolk, Va.	26
38. Larry Lawrence, Portsmouth, Va.	24
39. Orville Cox, Sr., Durham, N. C.	21
40. Phil Snyder, Bethesda, Md.	18
41. Tom Ballos, Jr., Richmond, Va.	16
42. L. Clayton	7
43. Dallas Hudspeth, Ronda, N. C.	4
44. A. C. York, Knoxville, Tenn.	2
45. John Price, Jr., Boomer, N. C.	2



FOLLOWING IN THE FOOTSTEPS of his dad, Larry Pearson almost immediately became one of the favorites of the Baby Grand Circuit. Pearson finished ninth in the 1975 standings.



ANOTHER PROMISING DRIVER in the Baby Grand Circuit is Larry Caudill of Boone, N. C., who finished fifth in the 1975 standings. (All Baby Grand pictures by Lynn Justis, NASCAR Chief Photographer.)

# NASCAR WINSTON CUP GRAND NATIONAL '76

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In addition to the Winston Cup Grand National Point Fund, Winston cigarettes also supports the Grand National West (Winston West)

series with a \$25,000 point fund paid to the top five drivers at the end of the year.

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Date	Location	Distance	Estimated Posted Awards
January 18	Winston Western "500", Riverside, CA (2.62 Mi Pvd RC) (F/Intl)	500 M	\$104,230
February 15	Daytona "500", Daytona Beach, FL (2½ Mi Pvd) (F/Intl) (Including two 125-mile qualifying races on February 12)	500 M	282,375
February 22	Richmond "400", Richmond, VA (.542 Mi Pvd)	400 L	45,170
February 29	Carolina "500", Rockingham, NC (1.017 Mi Pvd) (F/Intl)	500 M	107,525
March 14	Southeastern "400", Bristol, TN (.533 Mi Pvd)	400 L	46,120
March 21	Atlanta "500", Atlanta, GA (1.522 Mi Pvd) (F/Intl)	500 M	101,825
April 4	Gwyn Staley "400", North Wilkesboro, NC (¾ Mi Pvd)	400 L	41,745
April 11	Rebel "500", Darlington, SC (1.366 Mi Pvd) (F/Intl)	500 M	107,315
April 25	Virginia "500", Martinsville, VA (.525 Mi Pvd)	500 L	68,875
May 2	Winston "500", Talladega, AL (2.66 Mi Pvd) (F/Intl)	500 M	176,410
May 8	Music City USA "420", Nashville, TN (.596 Mi Pvd)	420 L	40,000
May 16	Mason-Dixon "500", Dover, DE (1 Mi Pvd) (F/Intl)	500 M	98,375
May 30	World "600", Charlotte, NC (1.5 Mi Pvd) (F/Intl)	600 M	172,780
June 13	Golden State "400", Riverside, CA (2.62 Mi Pvd RC)	400 M	96,125
June 20	CAM2 Motor Oil "400", Brooklyn, MI (2 Mi Pvd) (F/Intl)	400 M	97,005
July 4	Firecracker "400", Daytona Beach, FL (2½ Mi Pvd) (F/Intl)	400 M	127,375
July 17	Nashville "420", Nashville, TN (.596 Mi Pvd)	420 L	40,845
August 1	Purolator "500", Pocono, PA (2.5 Mi Pvd)	500 M	102,057
August 8	Talladega "500", Talladega, AL (2.66 Mi Pvd) (F/Intl)	500 M	156,070
August 22	Champion Spark Plug "400", Brooklyn, MI (2 Mi Pvd) (F/Intl)	400 M	100,000
August 29	Volunteer "400", Bristol, TN (.533 Mi Pvd)	400 L	46,670
September 6	Southern "500", Darlington, SC (1.366 Mi Pvd)	500 M	158,875
September 12	Capital City "400", Richmond, VA (.542 Mi Pvd)	400 L	47,050
September 19	Dover, DE (1 Mi Pvd) (F/Intl)	500 M	98,525
September 26	Old Dominion "500", Martinsville, VA (.525 Mi Pvd)	500 L	75,000
October 3	Wilkes "400", North Wilkesboro, NC (¾ Mi Pvd)	400 L	44,055
October 10	National "500", Charlotte, NC (1.5 Mi Pvd) (F/Intl)	500 M	166,665
October 24	American "500", Rockingham, NC (1.107 Mi Pvd) (F/Intl)	500 M	113,700
November 7	Dixie "500", Atlanta, GA (1.522 Mi Pvd)	500 M	109,405
November 21	Times "500", Ontario, CA (2½ Mi Pvd) (F/Intl)	500 M	153,600

M-Miles; L-Laps; F/Intl-Full International Event; RC-Denotes Road Course.

\* Denotes Estimated Posted Awards.



VICTORY LAND...  
OH, HOW SWEET!



Benny Parsons celebrated the greatest racing victory of his life at Daytona last February in winning the biggest stock car race in the world, the Daytona 500. Here are scenes from victory lane:  
 Top—Benny is joined by his entire pit crew as he makes a frame of a Goodyear tire for the picture taking by cameramen.  
 Within the flag:  
 Top left—Miss Terry Strickland, Miss Speed Weeks, looks on as Camel Cup Queen Beboop Hober hugs the winner.  
 Top right—Miss Julie Rosen, representing STP Corporation, adds to the "goodies" for the winner.  
 Center—Parsons is joined by his car owner, L. G. DeWitt of Rockingham.  
 Lower left—Miss Crystal Dianna, representing Permatex, adds her congratulations.  
 Lower right—Benny is joined by his car owner, L. G. DeWitt, and Miss Tallulah Connors, beauty queen for Permatex Company.

By JOE WHITLOCK

"My eyes were seeing but my brain wasn't believing! There was David Pearson, spinning and out of the race. When I passed him I just kept looking in the rearview mirror . . . then it dawned on me. 'I'm fixing to win the Daytona 500!'"

Benny Parsons' storybook victory in the 1975 Daytona 500 Winston Cup classic last February at Daytona International Speedway provided one of the most unique chapters in sports history . . . and it's a story that will be told and retold for years to come. It was one of those rare victories that made everybody, spectators, competitors, mechanics, the press corps — absolutely everybody—happy. Parsons had been working hard for a big win for years and everybody knew it. He deserved to win the biggest of all NASCAR races and when he actually did it a knowing smile laced across the face of auto racing.

Benny Parsons and his Kings Row Chevrolet crew rolled into Daytona last year with a chest full of pride and a heart full



BENNY PARSONS

"I was feeling pretty good near the end," he said, "but, all of a sudden A. J. Foyt came along and pulled Pearson away from the rest of us . . . and the light bulb dimmed again.

"About the only choice I was left with was to drive as smart and as fast as I could. And hope for the best. You can't do a lot of 'advanced planning' in a situation like that.

"We were getting closer and closer to the finish when Richard Petty came along," Parsons continued, "and, if you remember, he was really running strong at that stage of the race. Petty picked me up with his draft and all of a sudden Foyt fell out and Pearson lost that draft and Richard and I started closing. When I saw Pearson spinning out of control with three laps left in the race I knew I had it. As hard as it was to believe I knew I was going to win the Daytona 500."

Parsons doesn't even remember too much about the last couple of laps during the race.

## DAYTONA — PARSON'S HAPPIEST DAY

of confidence, but the fact that the team felt they could win the big one didn't make a wave with the rest of the motorsport world that was gathered for the famed 500-miler. The Pettys and Allison's and Parsons and Bakers and Foyt's win races like the Daytona 500. Not the Parsons . . . At least not until now. As important as his '75 victory was to Benny Parsons, the impact of the win bolstered the dreams and hopes of every "little guy" and "independent" in the sport. And that hope will live for a long, long time.

"We felt good about our chances when we got to Daytona," Parsons said later. "The crew sorta had a special attitude all during the time we were preparing for the race. When I fell out of the 125-mile qualifying race on Thursday, though, it kinda got us down. The car had been running good but a rear end problem put us out of the qualifier and that left me starting thirty-second in the field for the 500. It just wasn't exactly the starting position I had hoped for."

If there is one quality that Parsons, the 35-year-old former Detroit taxi driver (everybody knows that story), has displayed since the time he joined the Winston Cup action fulltime in 1970, it is determination. If the two-time champion (1968 and '69) of the Automobile Racing Club of America

(ARCA) who won NASCAR's Winston Cup in 1973 had been a professional football player his teammates would agree with insistence that Parsons "hangs tough."

And it took some "hanging tough" for him to win the '75 Daytona 500 . . . because he was almost out of it before the 30 lap mark.

"We were about thirty laps into the race and the chassis got extremely loose," Parsons recalled. "I knew I had to stop for tires and the extra time it was going to take to fix the chassis was going to shoot our chances of winning the race right out the window.

"We got a lucky break, though, because all of the front runners had to stop for tires before the fiftieth lap," he said, "so we didn't let anybody get a lap on us. I spent most of the race running by myself and eventually my pit stops put me a lap down.

"It was looking bad again but when Coe Coe (Marlin) blew an engine the caution got me back in the same lap. When we started racing again I got back with the leaders and things brightened up."

Parsons, fighting the demands of a 500-mile race and living with the confusion created by his "on-again-off-again" chances, had no choice but to "hang tough."

"I guess the next thing I remember was pulling down pit road with all of the pit crew members cheering me to Victory Lane," Parsons said through a grin. "I couldn't believe it! Everybody on all the crews were cheering for me. I think I must have just shut off the car and I started crying like a baby."

Benny Parsons started crying, but not like a baby. Like a man. He had won the richest and most prestigious stock car race ever, and he did it before the largest (110,000) crowd in the history of the sport. Not bad at all.

Parsons opened the current season with a "new look" on his Kings Row Chevrolet which is owned by North Carolina businessman L. C. DeWitt and it paid off with a fifth-place finish in the season-opening Winston Western 500 at Riverside.

"I can't get back to Daytona quick enough," Parsons said shortly after the Riverside event. "We've got J. C. (Jake) Elder for a crew chief and Waddell Wilson is building our engines. There's no doubt in my mind that 1976 is going to be the best year ever for the Kings Row Chevrolet. We're ready for Daytona . . . and we're ready for the season."

That's good news. Nice guys like Benny Parsons deserve everything they can get.

# HOW DRIVERS FINISHED IN THE 1975 WINSTON CUP RACES

Driver	Winston Western "500" Riverside, Calif. 1/19	Daytona "500" Daytona Beach, Fla. 2/16	Richmond "500" Richmond, Va. 2/23	Carolina "500" Rockingham, N.C. 3/2	Southeastern "500" Bristol, Tenn. 3/16	Atlanta "500" Atlanta, Ga. 3/23	Gwyn Staley "500" No. Wilkesboro, N.C. 4/6	Rebel "500" Darlington, S.C. 4/13	Virginia "500" Martinsville, Va. 4/27	Winston "500" Talladega, Ala. 5/4	Music City "420" Nashville, Tenn. 5/10	Mason-Dixon "500" Dover, Del. 5/18	World "600" Charlotte, N.C. 5/25	Tuborg "400" Riverside, Calif. 6/8	Motor State "400" Brooklyn, Mich. 6/15	Firecracker "400" Daytona Beach, Fla. 7/4	Nashville "420" Nashville, Tenn. 7/19	Purolator "500" Pocono, Pa. 8/3	Talladega "500" Talladega, Ala. 8/10	Yankee "400" Brooklyn, Mich. 8/24	Southern "500" Dixie, S.C. 9/1	Capital City "500" Richmond, Va. 9/7	Delaware "500" Dover, Del. 9/14	Wilkes "400" No. Wilkesboro, N.C. 9/21	Old Dominion "500" Martinsville, Va. 9/28	National "500" Charlotte, N.C. 10/5	American "500" Rockingham, N.C. 10/19	Dixie "500" Atlanta, Ga. 11/2	Volunteer "500" Bristol, Tenn. 11/16	Times "500" Ontario, Calif. 11/23	Points	Money**			
Richard Petty	7	7	1	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4,783	\$342,980	
Dave Marcis	4	6	16	24	8	27	4	4	5	13	4	20	31	5	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	4,061	135,660	
James Hylton	6	10	14	8	5	13	11	8	10	33	9	4	20	13	9	11	11	9	7	17	23	7	13	13	6	6	15	9	22	9	3	3	3,914	78,745	
Benny Parsons	24	1	3	22	2	28	6	6	6	43	2	23	39	3	34	8	4	4	6	34	20	3	6	2	4	18	24	5	19	34	3,820	124,795			
Richard Childress	11	18	9	6	9	15	17	22	9	10	18	16	23	9	10	13	6	5	13	31	7	6	8	2	4	18	24	5	19	34	3,820	124,795			
Cecil Gordon	3	15	7	20	4	8	9	21	23	21	5	2	37	18	33	29	5	10	10	13	6	29	16	9	5	4	30	8	9	19	3	3,702	64,510		
Darrell Waltrip	26	15	21	6	5	7	2	2	2	4	1	22	4	21	5	4	28	34	42	7	34	3	3	17	24	1	32	3	36	3	36	3,462	89,520		
Elmo Langley	5	5	12	17	17	27	20	11	14	15	12	24	12	14	25	10	24	14	18	10	24	14	10	10	10	7	23	19	15	22	2	2	3,389	44,845	
Cale Yarborough	3	3	1	20	22	2	36	3	40	14	27	2	2	12	14	25	10	24	14	18	10	24	14	10	10	7	23	19	15	22	2	2	3,295	134,725	
Dick Brooks	22	4	4	19	4	8	25	8	3	3	29	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	3,182	70,585
Walter Ballard	31	25	19	17	18	24	10	18	15	12	10	25	10	24	11	31	18	13	48	11	25	14	25	14	41	15	11	12	17	20	3	4	3,151	37,330	
Frank Warren	21	8	14	7	31	23	28	26	16	8	5	27	3	17	16	17	16	16	17	26	14	16	24	12	14	14	14	14	22	25	17	3	3	3,148	36,550
David Sisco	2	4	2	2	3	3	19	19	1	2	1	3	1	1	20	2	2	3	1	6	28	26	23	4	18	3	28	24	1	1	2	2	3,118	42,870	
David Pearson	20	20	25	3	2	3	19	19	1	11	5	11	5	6	18	22	9	27	45	28	33	8	7	30	9	5	20	30	18	21	2	2	3,057	175,775	
Buddy Baker	32	11	5	4	23	16	15	13	32	24	31	32	28	27	12	15	14	18	33	30	11	17	21	30	22	12	11	10	40	28	3	3	3,002	44,850	
Bruce Hill	9	14	10	7	13	13	11	28	29	11	18	11	6	18	22	9	27	45	28	33	8	7	30	9	5	20	30	18	21	2	2	2,982	35,090		
Ed Negre	14	33	6	9	15	20	10	14	38	28	13	26	15	15	21	25	12	24	22	17	18	18	11	17	12	13	15	20	2	2	2,854	30,065			
J. D. McDuffie	17	2	23	7	5	27	25	26	5	3	8	40	12	12	34	26	7	5	35	39	31	12	29	42	9	10	7	8	8	8	8	2,584	44,235		
Buddy Arrington	19	2	23	7	5	27	25	26	5	3	8	40	12	12	34	26	7	5	35	39	31	12	29	42	9	10	7	8	8	8	2,540	48,065			
Coo Coo Marlin	12	27	14	15	35	22	25	19	10	23	36	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2,252	21,640		
Lennie Pond	34	1	2	30	1	4	35	8	8	8	16	17	17	19	11	12	15	9	22	3	31	3	31	2	2	2	2	2	2	2	2	2,182	24,565		
Jabe Thomas	1	2	30	1	4	35	8	8	8	8	16	17	17	19	11	12	15	9	22	3	31	3	31	2	2	2	2	2	2	2	2	2,181	122,435		
Carl Adams	12	10	11	32	30	39	17	17	30	9	28	9	35	5	6	28	33	43	25	3	3	3	3	3	3	3	3	3	3	3	3	3	1,732	28,705	
Bobby Allison	28	28	6	3	21	42	28	9	28	9	28	9	35	5	6	28	33	43	25	3	3	3	3	3	3	3	3	3	3	3	3	3	1,486	18,680	
Bruce Jacoby	8	34	26	9	27	49	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	1,453	15,775	
Dean Dalton	35	26	34	27	27	27	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	1,376	39,895	
D. K. Ulrich	28	28	6	3	21	42	28	9	28	9	28	9	35	5	6	28	33	43	25	3	3	3	3	3	3	3	3	3	3	3	3	3	1,243	25,335	
Donnie Allison	8	34	26	9	27	49	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	1,228	23,450	
Richie Panch	35	26	34	27	27	27	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	1,218	11,340	
Jim Vandiver	21	13	31	23	25	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	1,062	9,725	
Bill Champion	37	34	21	33	14	13	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	1,020	16,540	
Earle Canavan	34	21	33	14	13	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	957	12,910	
Grant Adcox	37	34	21	33	14	13	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	939	11,975	
Joe Mihalic	34	21	33	14	13	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	939	11,975	
Joe Frasson	34	21	33	14	13	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	939	11,975	

\*\* Includes Winston Cup Point fund monies.

JOEY ARRINGTON 17th Virginia 500, 27th Music City USA 420, 32nd Mason-Dixon 500, H. B. BAILEY 40th Southern 500; IVAN BALDWIN 35th Winston Western 500, 35th Tuborg 400; JOHN BANKS 50th Winston 500, 20th Motor State 400, 21st Dixie 500; RANDY BETHEA 33rd World 600; TERRY BIVENS 9th Champion Spark Plug 400, 21st Delaware 500; NEIL BONNETT 14th Nashville 420, 35th Talladega 500; CHUCK BOWN 27th Winston Western 500, 34th Tuborg 400, 26th Old Dominion 500, 12th Motor State 400, 38th Times 500; DICK BOWN 30th Winston Western 500; JIM BOYD 14th Tuborg 400, 27th Times 500; ED BRADSHAW 25th Tuborg 400; EARL BROOKS 22nd Music City USA 420, 26th Mason-Dixon 500, 23rd Nashville 420, 26th Purolator 500, 22nd Talladega 500, 34th Delaware 500, 17th Capital City 500; RICHARD BROWN 29th Virginia 500, 25th Music City USA 420, 17th Nashville 420, 30th Wilkes 400; BOB BURCHAM 13th Daytona 500, 18th National 500, 23rd Dixie 500; NEIL CASTLES 18th Richmond 500, 22nd Gwyn Staley 400, 30th Rebel 500, 29th Nashville 420, 40th National 500, 34th American 500, 31st Dixie 500; CLYDE DACIT 15th Carolina 500; DAN DAUGHTRY 38th Daytona 500, 46th Winston 500; DAREL DIERINGER 12th World 600, 10th Firecracker 400, 37th Talladega 500, 7th National 500; DALE EARNHARDT 22nd World 600; SONNY EASLEY 21st Winston Western 500, 30th Tuborg 400, 39th Times 500; RAY ELDER 13th Winston Western 500, 4th Tuborg 400, 25th Times 500; LARRY ESAU 15th Winston Western 500; RON ESAU 22nd Winston Western 500; RED FARMER 37th Winston 500, 44th Talladega 500; DOC FAUSTINA 22nd Purolator 500; GEORGE FOLLMER 24th Daytona 500, 29th Tuborg 400; A. J. FOYT 11th Daytona 500, 35th Atlanta 500, 24th Firecracker 400, 30th Champion Spark Plug 400, 21st National 500, 5th American 500, 14th Times 500; GLEN FRANCIS 25th Winston Western 500, 11th Tuborg 400; TED FRITZ 33rd Tuborg 400; TOM GALE 23rd Daytona 500, 18th Firecracker 400, 28th Purolator 500, 22nd Southern 500, 35th Delaware 500; HARRY GANT 31st World 600; CHARLIE GLOTZBACH 6th World 600, 36th National 500; HENLEY GRAY 16th Southeastern 500, 19th Atlanta 500, 9th Mason-Dixon 500, 28th World 600, 27th Champion Spark Plug 400, 36th Capital City 500, 19th Delaware 500, 29th Wilkes 400, 33rd American 500; CHARLIE GRIFFIN 26th Gwyn Staley 400, 28th Wilkes 400; BILLY JOE HAGAN 19th Talladega 500; DON HALL 11th Times 500; JEFF HANDY 20th Talladega 500; FERREL HARRIS 16th Daytona 500, 11th Atlanta 500, 14th Rebel 500, 45th Winston 500, 13th Motor State 400, 15th Talladega 500, 16th Champion Spark Plug 400, 18th Southern 500, 22nd American 500, 24th Dixie 500; JIMMY HENSLEY 7th Virginia 500, 27th Old Dominion 500; DON HOFFMAN 15th Times 500; BILL HOLLAR 23rd Delaware 500, 22nd Wilkes 400, 16th Capital City 500; PAUL DEAN HOLT 21st Music City USA 420, 24th Firecracker 400; JIM INSOLO 33rd Winston Western 500, 27th Tuborg 400, 39th National 500, 7th Times 500; BOBBY ISAAC 29th Carolina 500, 35th World 600, 37th National 500, 7th American 500, 23rd Volunteer 500, 30th Dixie 500; HARRY JEFFERSON 32nd Winston Western 500, 9th Atlanta 500, 6th Winston 500, 21st World 600, 28th National 500; GORDON JOHNCOCK 36th

By RON MEADE

If I were to be told that Superman, Batman, Captain Marvel or any of our similar breed of folk heros could perish, I could only scoff at the thought. Sure, they have their near-misses. Heros always do. But, after overcoming adversity, they always return to win their battles against tremendous odds. Such are proper myths.

Last August, another epic of myth and fable didn't turn out "properly." Mark Donohue, nee Captain Nice, died before winning his most important battle.

Mark never wore a cape during his winning battles in racing cars, but he was nearly as fast as a speeding bullet. His legend is that of all heros . . . perfection; perfection in designing, developing and driving racing cars to their and his very limits . . . and winning.

He won with very nearly every type of racing car there is, and against

## "Captain Nice"



MARK DONOHUE

living you and I face . . . but, with a major difference. While we were going to church, drinking a Bloody Mary, mowing the lawn, or just lazing around on a Sunday, Mark Donohue would be snuggling into a racing car more often than not.

An occasional cold, an occasional headache, apprehensions and the like were shunted aside. In all his seventeen years of driving at the edge of human capability, I cannot remember Mark ever missing a Sunday. A life of Mark Donohue's Sundays is like a millennium to you and me.

As a unique American racing driver, it was fitting that his last race here in the states would be a win. His Saturday, August 9th race against the clock at Alabama International Motor Speedway.

He decisively broke the world closed-course speed record by driving a car for which he had design respon-

# Mark Donohue — "Captain Nice" Of Auto Racing

the world's best drivers . . . all with apparent ease.

He won fifty-seven battles in small sports cars, in unlimited Can-Am cars, in pony cars, in Grand National sedans, in Formula 5000 cars, in IROC cars and in Indy cars. Only victory in the fragile Formula I cars of World Championship Grand Prix eluded him. He died trying to win that last battle.

They say you can't make a comeback in auto racing. After being crowned International Race Of Champions champion by winning the February, 1974 race at Daytona, Mark announced his retirement to devote his time to become president of Penske Racing.

But, you can't have a quitter's mentality and be a great racer. Mark didn't and was. That extra mile-per-hour is too great a seductress.

On September 13, 1974, Mark announced that he would come back to auto racing as a driver and, this time, challenge the most difficult in all of racing . . . the 16 race, 16 country World Championship Grand

Prix series and do it in a car of his design—the Penske PC-1.

It was not an easy choice for a 37-year-old to make. Formula I drivers are usually the young lions of world racing, willing to lay their lives on the line time and again for the sake of victory.

Donohue was not that sort of man. To him racing was not a gamble in the same vein. It was a search for appropriate technology. His cars and his winning reflected that attitude. The loss of his friend and mentor, Walt Hansgen, at Le Mans in 1966, provided the basis for his thinking.

This was a uniquely American driver. He was an Ivy League graduate from Brown University. He gained all his early experience in all those variety of cars here in the United States.

In true life, he was not really "Captain Nice." He experienced financial problems, marital problems, the constant pressure of being among the very best and having to re-prove the point almost every Sunday.

In short, Donohue was confronted with many of the same problems of

sibility — The Cam2 turbocharged Porsche 917-30—at 221.160 mph. He then left for the Austrian Grand Prix at Osterreichring.

Romantically, most of us claim we would like to die doing the thing we love best. Not a Donohue.

Mark's love was racing cars. If he had died in a racing car rather than on an operating table, there would have been a tacit admission of failure. Thank God he didn't die in a racing car. And, it is somehow comforting to know the crash which brought on his operation was not in one of HIS cars. It was in a car he "only" drove while his new design Penske was being readied.

The shy smile, those moments of humor and comradeship Mark displayed toward younger drivers, and, an entirely indelible Mark Donohue approach to race car preparation at such differing tracks as Daytona, Indianapolis, Riverside and Brand Hatch, is the legacy he leaves . . . a legacy that will stand and be an example for as long as the Supermen, Batmen and Captain Marvels of this world catch the imagination of youth by instilling a quest for excellence.

# LEADING THE 1975 NASCAR MODIFIEDS



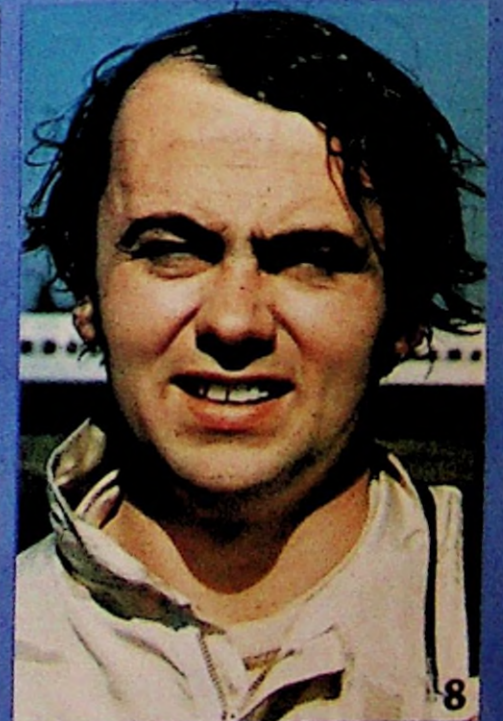
The Richard Petty of the NASCAR Modified Division is Jerry Cook of Rome, N. Y. The 32-year-old veteran has won the NASCAR Modified championship four times within the last five years. He won in 1971 and 1972, then bowed to Richie Evans in 1973 and came back with championships again in 1974 and 1975. He finished second in 1973. Cook competed in 80 races during the 1975 season and notched at least 10 wins—his biggest being a 200-lap national championship win at Islip Speedway on Long Island.

- (1) Jerry Cook, Rome, N. Y., king of the Modifieds.
  - (2) Richie Evans of Rome, N. Y., the 1973 winner, is always a threat. After his 1973 triumph he has been the "bridesmaid" for the 1974 and 1975 campaigns. Richie, however, was named as the most popular driver for the 1975 season.
  - (3) Maynard Troyer of Spencerport, N. Y. finished third in the standings. Troyer was the fastest qualifier for the 1975 Daytona Permatex 300, and finished 15th in the 1974 campaign.
  - (4) George Kent of Horseheads, N. Y. was a surprise newcomer among the leaders for 1975, finishing fourth.
  - (5) Bugs Stevens of Rehobeth, Mass. remains as a Modified contender. He finished fifth in 1975, but won the National crown for three consecutive years in 1967, 1968 and 1969.
  - (6) Finishing down the line was Satch Worley of Rocky Mount, Va. in 12th place, duplicating his 1974 performance.
  - (7) Billy Hensley of Ridgeway, Va. came in 13th for 1975.
  - (8) Geoff Bodine of Chemung, N. Y. was 15th for 1975.
- Among other top 10 drivers not pictured were Sonny Seamon of Vernon Center, N. Y., sixth; Bob Park, East Northport, N. Y., seventh; Nick Flingo of San Jose, Ca., eighth; Fred Harbach of Huntington Station, N. Y.; ninth, and Charles Jarzonbek of Riverhead, N. Y., 10th.

(Pictures by International Speedway Staff and Taylor Warren of Martinsville, Va. Art layout by Ann Smith)



## Modified



# 1975 NASCAR Modified Point Standings

1. Jerry Cook, Rome, N. Y.	4805
2. Richie Evans, Rome, N. Y.	4041
3. Maynard Troyer, Spencerport, N. Y.	2942
4. George Kent, Horseheads, N. Y.	2809
5. Bugs Stevens, Rehobeth, Mass.	2454
6. Sonny Seamon, Vernon Center, N. Y.	2415
7. Bob Park, East Northport, N. Y.	2208
8. Nick Ringo, San Jose, Calif.	2192
9. Fred Harbach, Huntington Station, N. Y.	2142
10. Charles Jarzombek, Riverhead, N. Y.	2018
11. John Bryant, Bassett, Va.	1890
12. Satch Worley, Rocky Mount, Va.	1784
13. Billy Hensley, Ridgeway, Va.	1722
14. Fred DeSarro, Hope Valley, R. I.	1715
15. Geoff Bodine, Chemung, N. Y.	1706
16. Nick Rescino, San Francisco, Calif.	1694
17. Mike Loescher, Brookport, N. Y.	1597
18. George Wagner, Levittown, N. Y.	1428
19. Dave Pombo, Fresno, Calif.	1400
20. Ray Hendrick, Richmond, Va.	1381
21. Ron Baughard, Fitchburg, Mass.	1360
22. Done Howe, Watermill, N. Y.	1294
23. Lloyd Beard, Las Banos, Calif.	1258
24. Howard Kaeding, Campbell, Calif.	1258
25. Melvin Swisher, Kernersville, N. C.	1255
26. Dick Whalen, San Jose, Calif.	1234
27. Don Kroft, Clay, N. Y.	1178
28. Tom Baldwin, Bellport, N. Y.	1168
29. John Brazil, Manteca, Calif.	1164
30. Jim Rudolph, Ransomville, N. Y.	1137
31. Gene Bergin, Manchester, Ct.	1117
32. Jim R. Tyler, Mattituck, N. Y.	1097
33. Everett Edlund, Caruthers, Calif.	1092
34. Ray Miller, East Granby, Ct.	1083
35. Gary Winters, Southold, N. Y.	993
36. Tom McCann, Huntington, N. Y.	988
37. Mike Damron, San Jose, Calif.	964
38. Melvin Chilton, Eden, N. C.	964
39. Jerry Thompson, Fresno, Calif.	942
40. Les Martella, Hanford, Calif.	938
41. Dick Fowler, New Hartford, N. Y.	936
42. Art Tappen, Bethpage, N. Y.	920
43. Charles Seibert, Lake Ronkonkoma, N. Y.	919
44. Wayne Anderson, Yaphank, N. Y.	901
45. Roger Treichler, Sanborn, N. Y.	898
46. Gary Cornelius, Ontario, N. Y.	890
47. Tom Haylett, Los Gatos, Calif.	870
48. Dave Hawke, Southampton, N. Y.	856
49. Brian Ross, Ballston Spa, N. Y.	853
50. Paul Radford, Ferrum, Va.	850
51. Roger Griffith, Clinton, N. Y.	847
52. Mike Sargent, San Jose, Calif.	838
53. Joe Thurman, Rocky Mount, Va.	828
54. Sege Fidanza, Middleport, N. Y.	819
55. Earl Kelley, San Jose, Calif.	816
56. Ed Flemke, Southington, Ct.	813
57. Don Digendorf, Endicott, N. Y.	809
58. Hank Thomas, Winston-Salem, N. C.	788
59. George Brunnhoelzl, Levittown, N. Y.	784
60. Ed Brunnhoelzl, Sr., East Meadow, N. Y.	773
61. Harry Gant, Taylorsville, N. C.	768
62. Jack Epperson, San Jose, Calif.	760
63. Bernie Miller, Canastota, N. Y.	752
64. Butch Isom, Galax, Va.	748
65. Dean Hoag, Bath, N. Y.	742
66. Moose Hewitt, Uncasville, Ct.	737
67. Johnny Johnson, Winston-Salem, N. C.	729
68. Gerald Robertson, Winston-Salem, N. C.	716
69. John Rosati, Agawam, Mass.	715
70. Jim Jorgensen, Sanger, Calif.	710
71. Bob Santos, Millis, Mass.	708
72. Mike McCann, San Jose, Calif.	702
73. Ben Stephens, Newark Valley	702
74. Ernie Faust, Winston-Salem, N. C.	699
75. Will Cagle, Albany, N. Y.	690
76. Earl Beach, Orange Cove, Calif.	684
77. Jim Klein, Fresno, Calif.	674
78. Randy Hedger, Morrisville, N. Y.	673
79. Leo Cleary, Hanover, Mass.	672
80. Bubba Beck, Lexington, N. C.	668
81. Ken Bouchard, Fitchburg, Mass.	663
82. Bob Sweeney, Clay, N. Y.	653
83. Gerald Compton, Martinsville, Va.	653
84. Ralph Brinkley, Lexington, N. C.	651
85. Fred Sipala, E. Northport, N. Y.	647
86. Kevin Keillor, Rocky Point, N. Y.	643
87. Merv Treichler, Sanborn, N. Y.	636
88. S. J. Evanson, Granby, Ct.	620
89. Marvin Mitchell, San Jose, Calif.	614
90. Sig Nelson, San Bernardino, Calif.	606
91. Don Whalen, Rochester, N. Y.	602
92. Lloyd Ashby, Martinsville, Va.	598
93. Larry Nye, Preble, N. Y.	592
94. Fred Schulz, Foxboro, Mass.	580
95. Bill Matzell, Chittenango, N. Y.	572
96. R. E. Brim, Mt. Airy, N. C.	561
97. Dale Merz, Penfield, N. Y.	552
98. Bill Spade, Massapequa, N. Y.	550
99. Larry Groover, Binghampton, N. Y.	518
100. Bill Griffin, Elmira, N. Y.	507

## Past NASCAR Modified Champions

Year	Champion	Points
1948	Red Byron, Atlanta, Ga.	
1949	Fonty Flock, Atlanta, Ga.	
1950	Charles Dyer, North Bergen, N. J.	1,008.75
1951	Wally Campbell, Trenton, N. J.	2,356.25
1952	Frankie Schneider, Lambertville, N. J.	5,165
1953	Joe Weatherly, Norfolk, Va.	6,466
1954	Jack Choquette, W. Palm Beach, Fla.	5,402
1955	Bill Widenhouse, Midland, N. C.	3,086
1956	Red Farmer, Hiialeah, Fla.	4,272
1957	Ken Marriott, Baltimore, Md.	3,324
1958	Budd Olsen, Paulsboro, N. J.	3,542
1959	Dill Guthrie, Washington, D. C.	2,120
1960	Johnny Roberts, Baltimore, Md.	4,514
1961	Johnny Roberts, Baltimore, Md.	5,752
1962	Eddie Crouse, Glen Allen, Va.	5,044
1963	Eddie Crouse, Glen Allen, Va.	5,930
1964	Bobby Allison, Hueytown, Ala.	5,756
1965	Bobby Allison, Hueytown, Ala.	6,324
1966	Ernie Cahan, Dover, N. H.	6,560
1967	Bugs Stevens, Rehobeth, Mass.	8,207
1968	Bugs Stevens, Rehobeth, Mass.	6,452
1969	Bugs Stevens, Rehobeth, Mass.	7,524
1970	Fred DeSarro, Hope Valley, R. I.	7,721
1971	Jerry Cook, Rome, N. Y.	5,488
1972	Jerry Cook, Rome, N. Y.	4,004
1973	Richie Evans, Rome, N. Y.	7,142
1974	Jerry Cook, Rome, N. Y.	6,810

101. Bob Krull, Lockport, N. Y.	504
102. Ted Wesnofske, Jr., Huntington Station, N. Y.	493
103. Rick Lutz, Huntington Station, N. Y.	492
104. Phillip Smith, Kernersville, N. C.	488
105. Junior Miller, Winston-Salem, N. C.	488
106. Tom Cassella, Wallingford, Ct.	485
107. Don Dorman, East Granby, Ct.	484
108. Harold Martin, Collinsville, Va.	476
109. Chuck Kerfien, Fulton, N. Y.	474
110. Dave Nichols, Macedon, N. Y.	462
111. Bob Harris, San Clemente, Calif.	462
112. Mark Newton, East Pembroke, N. Y.	458
113. Lou Lazzaro, Utica, N. Y.	453
114. Ron Martin, West Seneca, N. Y.	452
115. Jerry Dostie, Guilford, Ct.	448
116. Len Cleaves, Needham, Mass.	448
117. Eddie Pieniazek, Waterford, N. Y.	442
118. Bob Vee, Waterbury, Ct.	442
119. Jerry Mathis, Elma, N. Y.	438
120. Joe Tiezzi, Ivoryton, Ct.	437
121. Buddy Picard, Voorheesville, N. Y.	437
122. Dick Kluth, Hilton, N. Y.	436
123. Don Pratt, Honeye Falls, N. Y.	434
124. Dave Cramer, Ransomville, N. Y.	432
125. Tim Mishin, Tonawanda, N. Y.	422
126. Herman Blevins, Galax, Va.	417
127. Jack Reinhard, Centereach, N. Y.	407
128. Lou Hennessey, Medford, N. Y.	407
129. Gaston Desmarais, Tupperlake, N. Y.	406
130. Jerry Schlemmer, Lamita, Calif.	404
131. Roger Hill, Westfield, N. C.	400
132. Don Flynn, Windsor Locks, Ct.	399
133. Cliff Tyler, Cutchogue, N. Y.	398
134. Billy Middleton, Germanton, N. C.	386
135. Rick Highley, Paramount, Calif.	379
136. Leon Russell, Greensboro, N. C.	378
137. John Michaels, Clay, N. Y.	376
138. Jerry Bartlett, Freeport, N. Y.	370
139. Ken Canestrari, Mechnnicville, N. Y.	368
140. Don Smith, Walnut Cove, N. C.	368
141. James Call, Winston-Salem, N. C.	363
142. Wayne Edwards, Reraysville, Pa.	344
143. Bob Holmberg, Islip, N. Y.	340
144. Lou Austin, North Easton, Mass.	335
145. Lee Bray, Clay, N. Y.	334
146. Joe Bill Tucker, Mt. Airy, N. C.	334
147. Ray Eanes, Axton, Va.	324
148. Dale Holdridge, Madison, Ct.	319
149. Bill Henry, Oneida, N. Y.	316
150. Jerry Jones, Anaheim, Calif.	

# 1975 NASCAR Late Model Sportsman Standings

1. L. D. Ottinger, Newport, Tenn.	9417
2. Morgan Shepherd, Conover, N. C.	7580
3. Butch Lindley, Greenville, S. C.	6511
4. Tiny Lund, Cross, S. C.	6346
5. Harry Gant, Taylorsville, N. C.	5551
6. Joe Thurman, Rocky Mount, Va.	4570
7. Jack Ingram, Asheville, N. C.	4492
8. Tommy Houston, Hickory, N. C.	3511
9. Ray Hendrick, Richmond, Va.	3450
10. Jimmie Hensley, Martinsville, Va.	3032
11. Bill Dennis, Richmond, Va.	3015
12. Jack Bland, Riverdale, Md.	2963
13. Dave Dion, Hudson, N. H.	2916
14. Neil Bonnett, Hueytown, Ala.	2805
15. Reds Kagle, Lanham, Md.	2780
16. Beaver Dragon, Milton, Vt.	2768
17. Brad Teague, Johnson City, Tenn.	2764
18. Dale Earnhardt, Kannapolis, N. C.	2742
19. Alton Jones, Pleasant Grove, Ala.	2736
20. Robbie Crouch, Tampa, Fla.	2662
21. George Steitz, Los Banos, Calif.	2358
22. Sonny Hutchins, Richmond, Va.	2314
23. Bob Pressley, Asheville, N. C.	2313
24. Sam Sommers, Savannah, Ga.	2306
25. Tommy Ellis, Richmond, Va.	2297
26. Jimmy Means, Huntsville, Ala.	2272
27. Danny Perez, Tampa, Fla.	2232
28. Bob Dragon, Milton, Vt.	2174
29. Roy Lee Hendrick, Richmond, Va.	2164
30. Don Miller, Winston-Salem, N. C.	2109
31. Bobby Allison, Hueytown, Ala.	2055
32. Dick Boswell, Cheverly, Md.	2030
33. Darrell Bryant, Thomasville, N. C.	2030
34. Junior Crouch, Taylorsville, N. C.	2010
35. Hector LeClair, Burlington, Vt.	1866
36. Stub Fadden, No. Haverhill, N. H.	1864
37. Al Grinnan, Richmond, Va.	1862
38. Glenn Jarrett, Newton, N. C.	1830
39. Steve Poulin, No. Troy, Vt.	1772
40. Gene Morgan, Travelers Rest, S. C.	1738
41. Bernie Griffith, Plattsburgh, N. Y.	1698
42. Joey Kourafas, Sharon, Mass.	1632
43. Red Foote, Richmond, Va.	1610
44. Bert Robbins, Churchton, Md.	1598
45. Lester Gupton, Hampton, Va.	1588
46. Terry Mock, Jacksonville, Fla.	1582
47. Sam Ard, Florence, S. C.	1576
48. Clarence Ogle, Swannanoa, N. C.	1573
49. J. D. Johnson, Jr., Florence, S. C.	1556
50. Gene Evans, Orange City, Fla.	1540
51. Gene Claver, Kingsport, Tenn.	1518
52. Benny Kerley, Hiddenite, N. C.	1510
53. J. P. Cabana, McMasterville, Que., Can.	1495
54. Claude Aubin, Duvernay, Daval, Que., Can.	1444
55. Joe Millikan, Franklinville, N. C.	1441
56. Bosco Lowe, Fairview, N. C.	1386
57. David Rogers, Orlando, Fla.	1380
58. Jack Pennington, Blythe, Ga.	1374
59. Billy Gast, Deland, Fla.	1346
60. John Livingston, Virginia Bch., Va.	1345
61. Bob Ballantine, Ellicott, Md.	1298
62. Tommy Porter, Savannah, Ga.	1289
63. John Utsman, Bluff City, Tenn.	1288
64. Danny Collins, Fredericksburg, Va.	1256
65. Jerry Lawley, Bessemer, Ala.	1256
66. Ron Baremb, Colchester, Vt.	1248
67. Tommy Howe, Pleasant Grove, Ala.	1243
68. Wayne Shugart, St. Augustine, Fla.	1240
69. Richard Rice, Mars Hill, N. C.	1233
70. Bob Brunell, Peru, N. Y.	1231
71. Charlie Chamblee, Arab, Ala.	1225
72. Dick Brooks, Spartanburg, S. C.	1222
73. Wyman Buel, Woodbridge, Va.	1210
74. Bruce Warren, Virginia Beach, Va.	1190
75. Larry Utsman, Bluff City, Tenn.	1172
76. Ron Grana, Charlotte, N. C.	1153
77. Steve Lawrence, Lenoir, N. C.	1151
78. Gardiner Leavitt, Kezar Falls, Me.	1150
79. Red Farmer, Hueytown, Ala.	1140
80. Flookie Buford, Thompson Station, Tenn.	1118
81. Jimmy Griffin, Eden, N. C.	1110
82. Butch Applegate, Kingsport, Tenn.	1106
83. Richard Chaplin, Charleston, S. C.	1090
84. Bob Smith, Richmond, Va.	1082
85. Jim Dottellis, Lanham, Md.	1078
86. Keith Cavanaugh, Cowansville, Que., Can.	1047
87. Ray Gardner, Holly Hill, Fla.	1044
88. Billy Smith, Newport News, Va.	1042
89. Paul Radford, Ferrum, Va.	1026
90. F. B. Crowell, III, Franklin, Tenn.	1025
91. Walter Wallace, Nashville, Tenn.	1024
92. Sonny Simmons, Woodbridge, Va.	1008
93. Gene Andrews, Richmond, Va.	1005
94. Dave Greene, Plymouth, N. H.	1002
95. Jack Hill, Newport, Tenn.	966
96. Dave Mader, III, Homewood, Ala.	942
97. Warren Holliday, Mt. Pleasant, S. C.	938
98. Glenn Guthrie, Temple Hills, Md.	938
99. Roy Lee Jones, Asheville, N. C.	937
100. Donnie Anthony, Fairfield, Ala.	935
101. Chip Crider, Ormond Beach, Fla.	922
102. Boyce Eckard, Hickory, N. C.	922
103. Jim Orrick, Kingsport, Tenn.	920

## Past NASCAR Sportsman Champs

Year	Champion	Points
1950	Mike Klapak, Warren, Ohio	3,715.75
1951	Mike Klapak, Warren, Ohio	4,218.5
1952	Mike Klapak, Warren, Ohio	7,280
1953	Johnny Roberts, Brooklyn, Md.	5,692
1954	Danny Graves, Modesta, Calif.	5,992
1955	Billy Myers, Germantown, N. C.	4,810
1956	Ralph Earnhardt, Kannapolis, N. C.	4,272
1957	Ned Jarrett, Newton, N. C.	3,916
1958	Ned Jarrett, Newton, N. C.	4,494
1959	Rick Henderson, Petaluma, Calif.	4,136
1960	Bill Wimble, Libson, N. Y.	5,680
1961	Dick Nephew, Mooers Forks, N. Y.	5,578
(Tie)	Bill Wimble, Libson, N. Y.	5,578
1962	Rene Charland, Agawam, Mass.	5,708
1963	Rene Charland, Agawam, Mass.	6,622
1964	Rene Charland, Agawam, Mass.	6,236
1965	Rene Charland, Agawam, Mass.	5,614
1966	Don MacTavis, Dover, Mass.	8,964
1967	Pete Hamilton, Dedham, Mass.	8,188
1968	Joe Thurman, Rocky Mount, Va.	4,608
1969	Red Farmer, Hueytown, Ala.	8,276
1970	Red Farmer, Hueytown, Ala.	5,516
1972	Red Farmer, Hueytown, Ala.	9,688
1973	Jack Ingram, Asheville, N. C.	6,998
1974	Jack Ingram, Asheville, N. C.	9,963

104. Forrest Callahan, Altamonte Springs, Fla.	918
105. Hershell McGriff, Bridal Veil, Ore.	871
106. Jimmy Cline, Statesville, N. C.	869
107. Joe Falk, Chesapeake, Va.	868
108. Van Hatchell, Baltimore, Md.	859
109. Darrell Waltrip, Franklin, Tenn.	850
110. Conway Powell, Fredericksburg, Va.	842
111. Vincent McWhirt, Fredericksburg, Va.	835
112. Langis Caron, Quebec City, Que., Can.	832
113. Johnny Johnson, Johnson, Tenn.	827
114. Delma Cowart, Savannah, Ga.	822
115. David Viers, Lake Helen, Fla.	806
116. Alan Leatherman, Vale, N. C.	801
117. Johnny Allen, Greenville, S. C.	797
118. Bill Baker, Orangeburg, S. C.	778
119. Jim Hahn, New Carrollton, Md.	773
120. Terry Wesley, Hueytown, Ala.	768
121. John K. Williams, Surgionsville, Tenn.	768
122. Bill King, Hendersonville, Tenn.	762
123. Larry Catlett, Seaford, Ala.	761
124. Mike Ashley, Gadsden, Ala.	760
125. Joe Michals, Baltimore, Md.	752
126. Dickie Ferry, Macclenny, Fla.	751
127. Brad Kennedy, Woodsville, N. H.	748
128. Frank Wood, Orlando, Fla.	745
129. Ken Worley, Halifax, Va.	743
130. Billy Swaim, Huntsville, Ala.	743
131. Scotty Lovelady, Hartselle, Ala.	742
132. Bill Tetric, Elizabethtown, Tenn.	742
133. George Dalton, Charlotte, N. C.	736
134. Jim Muirs, Oxon Hill, Md.	736
135. Johnny Day, Dora, Ala.	734
136. Jimmy Turi, Hampton, Va.	730
137. Ivan Baldwin, Highland, Calif.	706
138. Ronald Fox, Taylorsville, N. C.	700
139. Frank Sessoms, Darlington, S. C.	698
140. Tommy Hilbert, Jonesboro, Tenn.	685
141. Freddy Frvar, Chattanooga, Tenn.	678
142. Jim Sanderson, Las Vegas, Nev.	678
143. Frank Brantley, Savannah, Ga.	674
144. Larry Flynn, Holly Hill, Fla.	672
145. Jim McNeal, Charleston, S. C.	669
146. Rick Becker, Highland, Calif.	659
147. Mike Craddock, Houston, Tex.	658
148. Bill Branham, Plattsburgh, N. Y.	642
149. Chuck Becker, San Bernardino, Calif.	642
150. Terry Miller, Johnson City, Tenn.	640

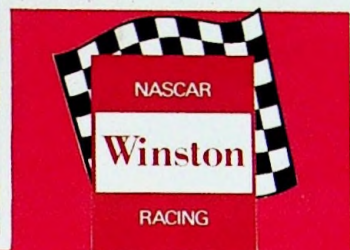
## AMONG TOP SPORTSMAN LEADERS

- (1) L. D. Ottinger of Newport, Tenn., winner of the 1975 NASCAR Late Model Sportsman championship, started the 1975 season with a second place in the Permatex Western race at Riverside, Cal. in January. Ottinger finished third in the 1975 standings and 10th in 1974.
- (2) Morgan Shephard of Concord, N. C., a protege of a former champion, Ned Jarrett. Shephard advanced to second place for 1975 after finishing fifth in 1974 and eighth in 1973.
- (3) Butch Lindley of Greenville, S. C., wound up in third place for 1975 after finishing second in 1974.
- (4) Harry Gant of Taylorsville, N. C. was fourth in the 1975 standings. He was 11th in 1974 and sixth in 1973.
- (5) Joe Thuman of Rocky Mount, Va., a steady threat at Martinsville Speedway, came in fifth among the leaders for the 1975 season.

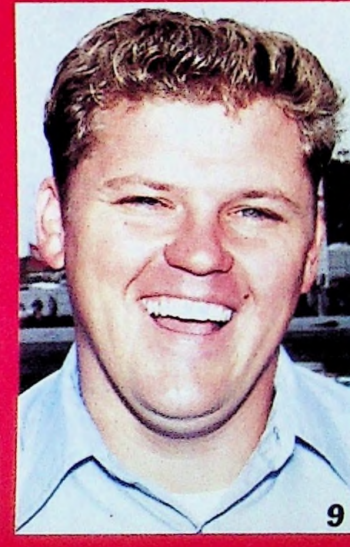
## AND OTHER TOP CONTENDERS

- (6) Jack Ingram of Asheville, N. C., the 1973 and 1974 champion, eased up on his racing schedule after winning the 1975 Daytona Permatex 300 over the super Daytona Speedway. Finished seventh.
- (7) Tommy Houston of Hickory, N. C. came in eighth among the leaders for 1975. He was 15th in 1974 and 11th in 1973.
- (8) Bill Dennis of Richmond, Va. was 11th among the finishers for 1975. Dennis has been a two-time winner of the Daytona Permatex 300.
- (9) Jack Bland of Riverdale, Md. was 12th among the 1975 stars, advancing from a 32nd spot the previous year.
- (10) Reds Kagle of Lanham, Md. continued his remarkable success story with a 15th place for 1975.

(Pictures by International Speedway Staff and Taylor Warren of Martinsville, Va. Art layout by Ann Smith)

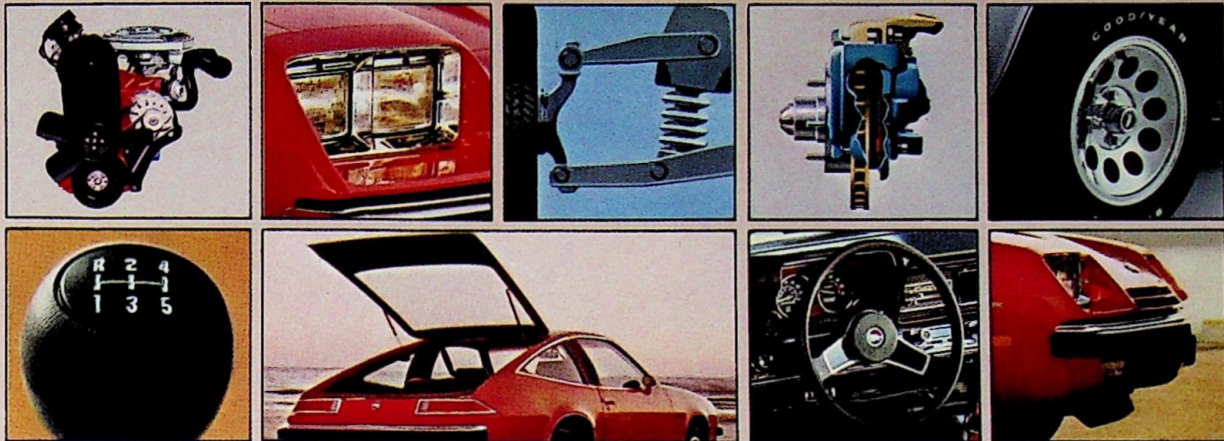


# Late Model Sportsman



# MONZA 2+2

A small car and then some.



Monza 2+2 offers all the standard equipment and forward-looking options you'll ever need to make it all the road car you'll ever want. *Affordably.*

Monza offers a variety of engines and transmissions. Engines range from the Dura-Built 2.3 Litre 4-cylinder to a GT-class 5-litre V8. There's a choice of three manual transmissions including a smooth-shifting 5-speed gearbox. Turbo Hydra-matic transmission is available with all Monza engines.

Every Monza engine has High Energy Ignition, a system that aids starting, engine performance and plug life.

Outside, advanced styling and sleek aerodynamics let a Monza 2+2 turn heads as easily as it turns corners. New square headlights are set into a resilient front end that bounces back from minor bumps, and there's an easy-opening hatchback.

Underneath, each wheel has computer-selected coil springs. Front disc brakes self-adjust and the torque-arm rear suspension smooths the ride. All this is standard equipment that makes Monza more exciting.

Available options that will help to make your Monza 2+2 even more of a driver's car include: power-assist brakes, variable-ratio power steering, stiffer sport suspension, steel-

belted radial tires, Positraction rear end and Spyder equipment. Available aluminum wheels, rear spoiler and front air dam add to Monza 2+2's competition look.

The value-adding equipment list also includes Four-Season air conditioning, AM/FM radios, stereo tape decks, a choice of luxury interiors and much more.

All this tells you that your Monza 2+2 can unquestionably be a lot more small car. Just how much more is up to you.



Chevrolet



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