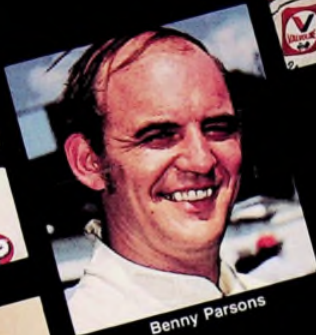
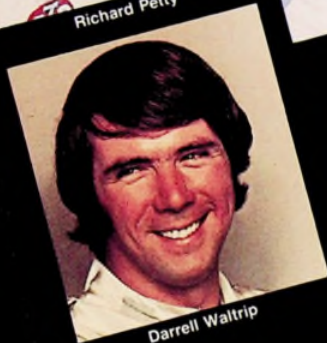




Richard Petty



Benny Parsons



Darrell Waltrip



Cale Yarborough

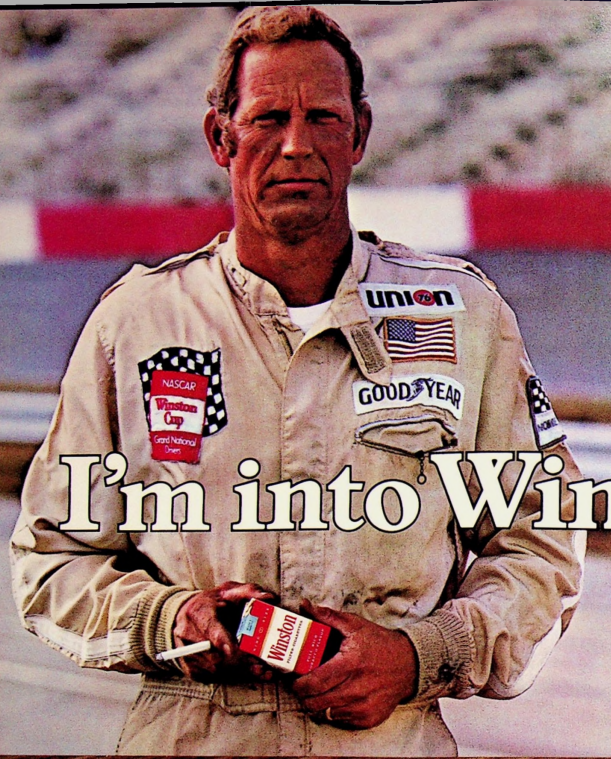
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SEPT. 11, 1977

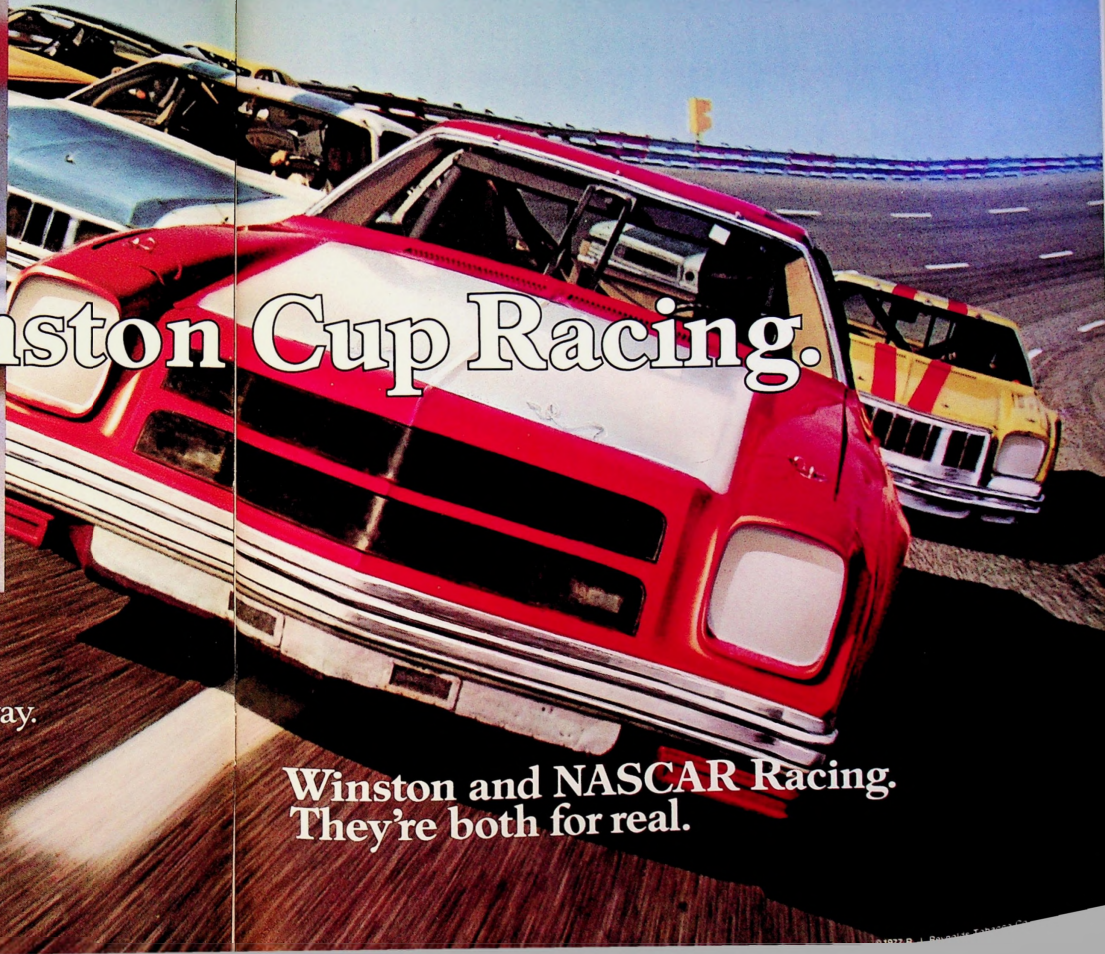


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BILL FRANCE, President



# NASCAR Magazine

AND AUTO RACE PROGRAM  
REACHING AN ESTIMATED THREE MILLION READERS

PAUL DALTON, Publisher



## Official Program for the 1977 NASCAR Winston Cup Grand National Stock Car Races

### '76 W.C.G.N. Champion Trying For '77 Title . . .

After capping the greatest year of his illustrious career by winning the NASCAR Winston Cup championship and being named the 1976 Driver of the Year by the National Motorsports Press Association in January, Cale Yarborough had only one comment.

"We're going for the title again in 1977," declared the Florence (S. C.) County Commissioner on behalf of Junior Johnson and the Holly Farms Chevrolet team.

Yarborough's performance throughout the first leg (10 races) of the 1977 Winston Cup series leaves little doubt that he plans to live up to those words.

After finishing runner-up to David Pearson in the Winston Western 500 at Riverside, Calif., in the series opener in January, Yarborough went on to win five of the next nine races. He took checkered flags in the Daytona 500, the Richmond 400, the Gwyn Staley 400, the Southeastern 500 and the Virginia 500. He finished second to Darrell Waltrip in the final event of the first leg—the Winston 500.

A portion of the total \$150,000 in prize money offered by the R. J. Reynolds Tobacco Company goes to the top ten drivers in each leg. Yarborough, with a total of 1,725 points, captured a \$10,000 bonus for leading the standings at the end of the first 10 races.

He finished the first leg nearly 200 points ahead of six-time Winston Cup champion Richard Petty who amassed

1,558 points. Waltrip finished the first leg with 1,502 points, followed by Benny Parsons (1,497) and Buddy Baker (1,302).

Through the first leg of Winston Cup competition, Yarborough held a commanding lead in money winnings. The hard-charging Chevrolet driver piled up \$168,925 to outdistance his closest competitor, Parsons, by nearly \$80,000. Parsons, Waltrip and Petty were all grouped at nearly \$90,000 with Baker at \$68,000.

After Pearson's Riverside victory, Yarborough, Petty and Waltrip shared the victory circle in the nine other events. Petty captured the Carolina 500 and the Atlanta 500; and Waltrip copped the Rebel 500 and the Winston 500.

Winston will dish out another \$26,500 to the top ten drivers in both the second and third legs of the 30-race cup series. At season's end, another \$67,000 in Winston bonus money awaits the top 15 drivers in the overall point battle.

Last season, Yarborough won a record \$362,173 by winning an astounding nine Winston Cup races while finishing second in six other events. He didn't clinch the championship until the final race of the year, the L. A. Times 500 at Ontario, Calif.

It appears that Yarborough is trying to avoid another dramatic finish this season; but if other veterans—like Petty, Parsons and Waltrip—have anything to say about it, it's going to be another fight to the finish.

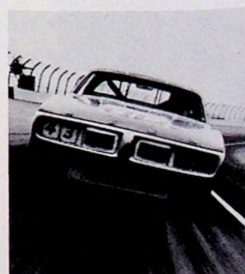
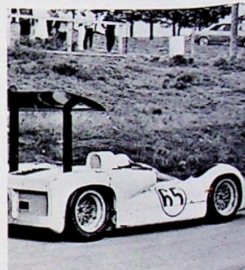
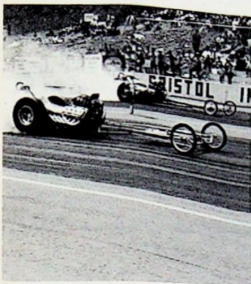


CALE YARBOROUGH  
1976 NASCAR Champion

### 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.

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# WELCOME TO THE WORLD'S MOST COMPETITIVE AUTO RACING SERIES



Dear Race Fans,

As stock car racing fans, you know what an exciting sport this is. But you might be interested in knowing also that more and more people around the country and throughout the world are catching on to what you've known a long time.

Last year, for the first time, your interest in and enjoyment of NASCAR Winston Cup Grand National racing gave the 30-race coast-to-coast series the worldwide lead in attendance.

With more than \$4.2 million posted during the 1976 Winston Cup season, it is also the world's richest auto racing series, and with 632 official lead changes, is surely the most competitive.

Along with people like Winston, Goodyear, Union Oil, First National City Travelers Checks, STP, Champion, Holley Carburetor, Purolator, Norris, Gatorade, Sears, and all the other manufacturers who support NASCAR racing, we are pleased to be able to bring you this most exciting of sports.

Cale Yarborough and the Holly Farms team headed by Junior Johnson started out charging hard to try to win a second consecutive Winston Cup championship, and this last half of the season should provide high excitement.

We also have outstanding rookie competition this year, and thanks to First National City Travelers Checks, a fine program to reward this year's rookie-of-the-year.

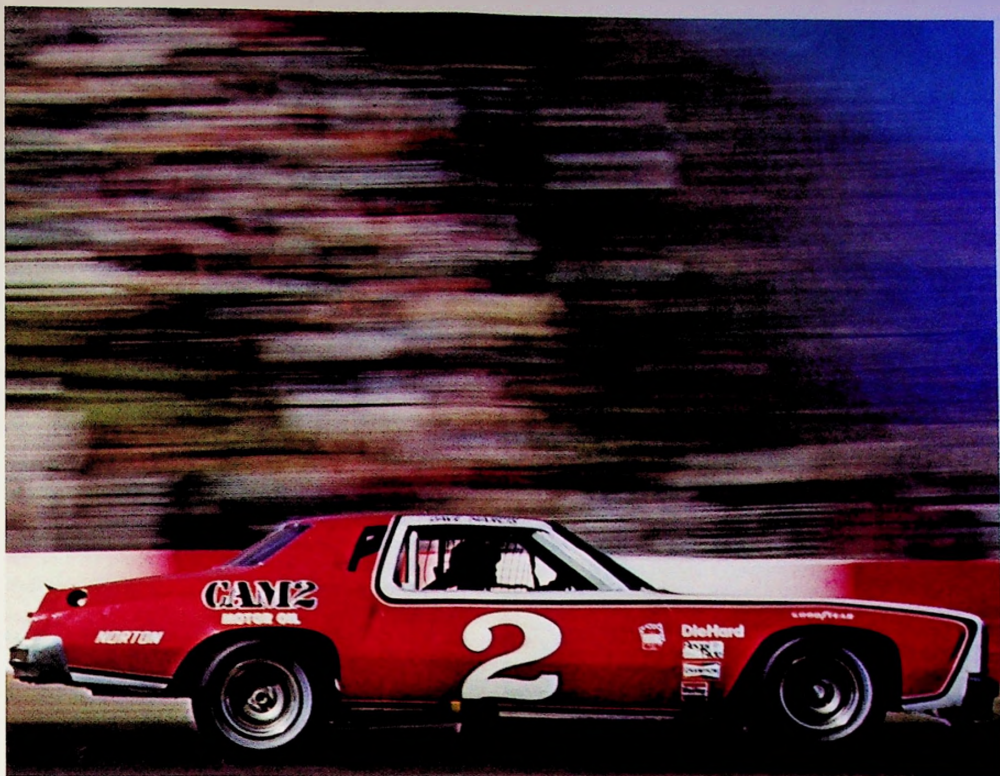
We here at NASCAR are always working toward better racing, and know you are looking forward to the excitement of the rest of the year with as much anticipation as we are.

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

Bill France, Jr.  
President



THE NATIONAL ASSOCIATION FOR STOCK CAR AUTO RACING, INC.  
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AND YOU LOVE IT.**

# Motor Racing Continues to Grow, Grow, Grow..

In the second half of NASCAR's 30th year of racing, a look at the crowded stands and infields during the first half of the season gives a good indication of how popular this sport has become over the years.

The colorful splash of bright race cars with their uniformed crews, celebrity starters on the flag stands and television network crews scurrying around the speedways preparing to beam races to millions of home viewers is a long way from the dusty bull rings of three and four decades ago.

By most authoritative accounts, motor racing is the world's leading spectator sport other than those sports involving pari-mutuel gambling. And NASCAR stock car racing is generally conceded to be the most popular, most competitive and richest of any single racing discipline in the world.

Last year, for example, NASCAR's premiere Winston Cup Grand National division led in all three of those categories among all major racing circuits in the world. Winston Cup prize money exceeded \$4.2 million; attendance, according to the Goodyear Tire and Rubber Company's annual race attendance survey, was 1,431,292, leading the next highest category, the international Formula One series by more than 240,000. And with 632 official lead changes during the 30 races, the competition certainly was there.

Things look even brighter for 1977, with 243 lead changes through the World 600 at Charlotte, N. C., and the leading money winner ahead of last year's money winner at that point by \$60,610.

Cale Yarborough's winnings through the World 600 total \$208,200 while in '76 at this point, Richard Petty was the leading money winner with \$147,590.

But it has not always been that way. The glamor of internationally known driving stars, televised races and the other glitter of today's NASCAR competition was all hope and enthusiasm when Bill France called together a group of his racing friends and associates in Daytona Beach's old Streamline Hotel on Dec. 14, 1947.

His idea, he told the group, was to take the exciting, but fragmented and mostly regional young sport of stock car racing and turn it into what he was certain would be a major spectacle.

The tool for the job was an organization which would make rules to be applied without favor, would provide uniform officiating, promote the sport responsibly and see to it that the participants got the money they had been promised after the race was finished.

The group agreed, and two months later, on Feb. 15, 1948 Red Byron drove his No. 22 Dodge Modified race car to victory on Daytona's famed beach-road course in the first NASCAR-sanctioned event.

Six days later, on Feb. 21, the organization was formally incorporated. The intervening years were marked by steady progress, bringing NASCAR to its present position of strength and respect in the world of professional sports.

The new Grand National division got off the ground the following year, with a race at Charlotte, N. C. Jim Roper of Great Bend, Kan., won in a Lincoln, one of only four Grand National races ever won by that make of car.

The next year saw the inauguration of what was to become a trend—big, long speedways for stock cars.

South Carolina's Darlington Raceway opened in 1950, and hosted the inaugural Southern 500 on Sept. 4. Johnny Mantz drove his Plymouth out of the starting pack of 75 cars to victory. A young Oregon driver named Hershel McGriff finished ninth in that race, just off a victory in the first Mexican Road Race, and would continue to be a driving star in selected races right to today.

Another westerner gave a big push to NASCAR's growing momentum when Bob Barkhimer, a former midget driving star turned promoter, brought 10 West Coast tracks into the organization, stretching the young sanctioning body from coast to coast.

In 1955, two-time Grand National champion Herb Thomas won his third Southern 500, the first man to do so and the last until Buck Baker completed his three in 1964. Only two others—Cale Yarborough and Bobby Allison—have matched their records of three wins in the classic.

The years rolled on, and in 1958 a milestone in stock car racing was reached.

Beach racing, dating back to the early 1930s and so important to the inception and growth of NASCAR, came to an end in February when Paul Goldsmith won the last race on Daytona sand, driving a Pontiac.

The next year was also a milestone—the giant Daytona International Speedway opened in February. Lee Petty won the inaugural Daytona 500 over Johnny Beauchamp, but it took officials three days of studying the photo finish to make their final decision.

In November of that year, 1959, Petty wrapped up an unprecedented third Grand National championship. His other two had come in 1954 and 1957.

After Atlanta and Charlotte opened two more big speedways in 1960, stock car racing really became America's premiere motorsport.

In 1963, "Fearless" Fred Lorenzen set another mark in the record book by winning \$113,750, becoming the first Grand National driver to top the \$100,000 in a single season mark.

Rene Charland rolled out of his Agawam, Mass., home in 1965 ready to race, and wound up the season with 13 victories in 70 starts to take an unprecedented fourth national championship in the Late Model Sportsman division.

Richard Petty started a string of his own in 1966, winning a second Daytona 500. He added three more in later years and remained the only driver to have won more than one of the growing classic until Cale Yarborough added his second in February of this year.

Petty roared back into action the following year, setting a record of 27 wins—10 consecutively—and taking his second Grand National championship. It is the greatest season by an individual driver on record, and with the stabilizing of the Winston Cup circuit at 30 races a year, it is almost inconceivable that it could ever be broken.

Yarborough set a new money record in 1968, winning \$136,786 driving a Wood Brothers-prepared Mercury.

In 1969, three notable things occurred: The 2.66-mile Alabama International Motor Speedway opened at Talladega, setting the stage for record-shattering speeds in almost every category of car; David Pearson became the second man to win three Grand National driving championships—others came in 1966 and '68—and the first to go over \$200,000 in single-season winnings; and LeeRoy Yarborough became the first stock car driver selected the Martini & Rossi American Driver of the Year.

Speed was the headline-maker in 1970, as Buddy Baker became on March 24 the first man ever to turn a closed course at 200 miles an hour, averaging 200.447 in a Dodge at the mammoth Talladega speedway.

But exactly eight months later, on Nov. 24, Bobby Isaac—also in a Dodge—turned in a 201.104 mph lap, a speed record still standing.

Richard Petty closed out 1971 with his third Grand National title, tying his father and David Pearson for number of championships won, and was named the Martini & Rossi American Driver of the Year.

But of equal note were his money winnings in that year.

On Aug. 1 he won the Dixie 500 at Atlanta International Raceway and his purse money pushed him over the \$1 million mark in career winnings, making him the first stock car driver to have won so much. His single-season winnings for that year amounted to \$333,148.

In 1972, after almost a quarter-century in the position, Bill France retired as president of NASCAR and handed over the reins to his son, Bill France, Jr.

Later that year Richard Petty became the first driver ever to win a fourth Grand National driving championship, surpassing the titles of his father, Lee, and David Pearson.

And Bobby Allison, with 10 victories, was named the Martini & Rossi American Driver of the Year.

In 1973, it was David Pearson again, winning 11 of the 18 Winston Cup races he entered and topping the \$1 million mark in career winnings. He also was named the Martini & Rossi American Driver of the Year, becoming the fourth NASCAR driver in five years to win the prestigious award.

In 1974 and '75, Richard Petty won his fifth and sixth Grand National driving championships and in '75 passed the \$2 million point in career winnings. Bobby Allison became the third million-dollar winner in '74 and Cale Yarborough joined the group in '75.

Last year Buddy Baker joined Petty, Pearson, Allison and Yarborough in the million-dollar group and set a new international speed record for 500-mile races, averaging 169.887 miles per hour in winning the Winston 500 at Super-fast Talladega.

Cale Yarborough won his first Winston Cup Grand National championship last year, and David Pearson became the first driver ever to win the American Driver of the Year award twice, the honor from Olsonite, which succeeded Martini & Rossi in awarding the coveted prize.

NASCAR also had an international racing introduction in 1976, as Hershel McGriff and Junie Donlavey entered cars in the famed 24 Hours of Le Mans endurance race in France. McGriff and his son, Doug, co-drove their car, and Dick Brooks and Dick Hutcherson co-drove the Donlavey car.

## Big "Bill" France Presented Myers Bros. Award By NMPA . . . Also, is Hall of Famer

William H. G. "Bill" France, Sr., has been awarded the 1975 Myers Brothers Award by the National Motorsports Press Association.

France, founder of the National Association for Stock Car Auto Racing, and President of International Speedway Corporation, which owns Daytona International Speedway and Alabama International Motor Speedway, out-poled finalist Richard Petty in the balloting for the Association's highest annual award.

The Myers Brothers Award is presented annually by the prestigious National organization to the person, group, or company, that in the voting of the NMPA press members, has done the most for auto racing during the past year.

France, considered America's No. 1 ambassador for auto racing, was cited for his leadership role in serving as chairman of the National Motorsports Committee during the crucial energy crisis. Largely through the efforts of France, motorsports officials throughout the nation rallied together during the crisis to assume a leadership position among professional sports executives. France helped establish energy conservation measures during the crisis.

The former president of NASCAR was presented the Myers Brothers Award as a highlight of the annual NMPA Awards Banquet. The award was presented by NMPA president Bob Moore of the Charlotte, N. C. Observer and Art Hammerstrom, advertising manager, of the Union Oil Company of California.

The Myers Brothers Award is on permanent display at the NMPA Hall of Fame, located in the Joe Weatherly Stock Car Museum at Darlington Raceway.

The first Myers Brothers Award was presented in 1958 to Robert E. Colvin, late president of Darlington Raceway. Other winners have been: Lee Petty, Russ Catlin, Ned Jarrett (twice), Hank Schoolfield, Marvin Panch, Richard Petty (three), Norris Friel, Wood Brothers (twice), David Pearson, Richard Howard, The Winston Division of the R. J. Reynolds Tobacco Company and last year recipient, H. Clay Earles, Martinsville Speedway.

The Myers Brothers Award is named after Billy and Bobby Myers, a pair of pioneer stock car drivers from Winston-Salem, N. C.

France, a giant in the struggling days of acceptance for auto racing in the United States is a charter member of the Florida Sports Hall of Fame and was recently inducted into the Florida Hall of Fame which recognizes men who have made significant contributions to the State of Florida.



Bill France, former President of NASCAR, accepts a plaque from Benny Phillips, President of the National Motorsports Press Association's Hall of Fame banquet in Darlington, S. C. France was voted into the elite group by Press members of the N.M.P.A.



# THE WINSTON CUP TEAM



**RALPH SEAGRAVES**  
Manager Special Events

Ralph Seagraves is the Manager of all Special Events for the R. J. Reynolds Tobacco Company. He has been with the Company for 22 years. Ralph started out as a pack inspector in the cigarette factory and then transferred to Field Sales. The 47 year old gentleman moved again in 1971 to head up the newly formed NASCAR Winston Cup Program for the R. J. Reynolds Tobacco Company. In 1974 Ralph was promoted to Manager of all the R. J. Reynolds Special Events activities. Ralph is constantly on the go to any one of the 1,668 events that is sponsored by the R. J. Reynolds Tobacco Company.

Wayne Robertson, Team Manager of the NASCAR Winston Cup Program started with the R. J. Reynolds Tobacco Company in 1971 as one of the drivers of the Winston Cup show cars. He was traveling to some 52 events the first year. Wayne, a former drag racer was promoted to Driver Supervisor in 1973. In 1974 Wayne was again promoted to Assistant Team Manager in charge of the Late Model and Sportsman and Modified events. July 1, 1975 Wayne was made the head of the NASCAR Winston Cup Program. Wayne and his team travel to all 30 of the NASCAR Winston Cup events.



**WAYNE ROBERTSON**



**WES BEROETH**

Wes Beroth is the Assistant Team Manager on the NASCAR Winston Cup Program. He joined the R. J. Reynolds Tobacco Company in 1973 as a driver of one of the Winston No. 1 show cars. In September of 1974 he was promoted to Driver Supervisor in charge of the five show cars Winston owns and shows throughout the country all year. In 1976 Wes was again promoted to the position of Assistant Team Manager in charge of publicity for the Winston Team.

Susan Brinkley . . . One of the Miss Winston's for 1977 is from Greensboro, N. C. and is a professional model. Since becoming a Miss Winston over two years ago, Susan has become an avid race fan as well as a very important part of the Winston Racing Team. Susan is not just another pretty face around the race track, she assists the team with her presentation of trophies as well as helping out in the press box at the race tracks she attends. Susan is quiet and loves to raise plants. She enjoys soft music and quiet evenings at home.



**SUSAN BRINKLEY**



**PATTY HUFFMAN**

Patty Huffman . . . Patty is the other Miss Winston that works with the Racing Team and is very important to the total team effort. Patty is a kindergarten teacher and raises horses at her farm in High Point. Patty has been a race fan since she used to attend regular Saturday night events at the Hickory Speedway. She has become a good friend of NASCAR Winston Cup Racing.

Roger Bear, Assistant Team Manager, is in charge of the Winston Racing Series which consists of Late Model Sportsman and Modified Racing. Roger joined R. J. Reynolds Tobacco Company in September of 1975.



**ROGER BEAR**



**RICK HAUSER**

Rick Hauser is the Driver Supervisor in charge of the Winston No. 1 show cars. Rick joined the R. J. Reynolds Tobacco Company in 1974 as a show car driver. In 1977 Rick was promoted to the position of Driver Supervisor.

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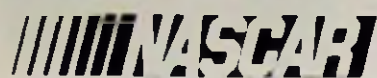


BILL FRANCE, JR.



LIN KUCHLER

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## HOW CHAMPIONSHIPS ARE WON

NASCAR's Winston Cup Grand National championship is won each year on the basis of a system in which drivers earn points according to finishing positions and bonus points for leading.

The race winner is awarded 175 points. Through sixth place there is a decline of five points per position; from seventh through 11th a decline of four points per position; and from 12th place a decline of three points per position through the remainder of the field.

Any driver who leads a lap earns five bonus points, and the driver who leads the most laps in the race earns five points.

Ties are possible for positions one and two, if the second place finisher led the most laps in the race. In that case, both would get 180 points—175 to the winner and five for leading at least the last lap, and 170 to the runner-up, plus five for leading and five more for leading the most.

The only other situations in which point ties could occur would be in ties for position in the field, in which case the points for the two positions involved would be added and then evenly distributed between the two drivers.

Here is a breakdown of points awarded per position:

### Winston Cup Point Distribution:

Fin. Pos.	Points	Fin. Pos.	Points	Fin. Pos.	Points
1	175	16	115	31	70
2	170	17	112	32	67
3	165	18	109	33	64
4	160	19	106	34	61
5	155	20	103	35	58
6	150	21	100	36	55
7	146	22	97	37	52
8	142	23	94	38	49
9	138	24	91	39	46
10	134	25	88	40	43
11	130	26	85		
12	127	27	82		
13	124	28	79		
14	121	29	76		
15	118	30	73		

### Bonus Points:

Led any lap ..... 5  
Led most laps ..... 5

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# 15 Drivers Vie for Valuable Rookie-of-the-Year Award

**NASCAR**  
**Citicorp Rookie Challenger**



**Winston Cup 1977**

**Sam Sommers**  
**And**  
**Ricky Rudd**  
**Top Contenders**  
**For 1977 Rookie**  
**Award Through**  
**June 1st.**

Competition has always been intense for the NASCAR Rookie-of-the-Year award but with the addition of First National City Travelers Checks \$55,000 cash awards, the 1977 battle is shaping up as one of the best ever!

At the halfway point in the Winston Cup Grand National season, 15 drivers have been accepted as Rookie-of-the-Year Challengers.

Leading the competition following the World 600 at Charlotte Motor Speedway is an outstanding prospect for the 1977 honor, Sam Sommers of Savannah, Ga. Sommers, a veteran of the NASCAR Late Model Sportsman circuit, drives the M. C. Anderson Chevrolet and following the Charlotte race, had recorded three top-10 finishes in eight starts.

Just one point behind Sommers was young Ricky Rudd of Chesapeake, Va. Born September 12, 1956, Rudd is the youngest driver in the Winston Cup Grand National ranks. He had recorded two top-10 finishes in nine starts through the World 600.

Another contender, and third in the rookie standings after the World 600, is Janet Guthrie of New York City. Ms. Guthrie had competed in five races during the first third of the '77 season and was the top-finishing rookie in the Daytona 500 (where she finished 12th in her Kelly Girl Chevrolet) and in the Richmond 400 where she notched another 12th-place finish.

The other dozen contenders are Jimmy Lee Capps, Elliott Forbes-Robinson, Ralph Jones, Larry LaMay, Terry Ryan, Joe Schultz, Roy Smith, Robin Schildknecht, Harold Miller, Ervin Wangerin, Junior Miller and Baxter Price.

All of these drivers are chasing the expanded First National City Travelers Checks Rookie awards.

In past seasons, NASCAR's Rookie-of-the-Year has received a \$10,000 award. But with the expanded program, the top-finishing rookie challenger in each of the 30 Grand National events receives \$500. The Rookie-of-the-Year will receive the traditional \$10,000 bonus, and in addition, will receive First National City Travelers Checks sponsorship during the following season at the rate of \$1,000 per event.

Overall, the First National City Travelers Checks program will be worth \$165,000 to NASCAR participants during the next three seasons.

Skip Manning, the Bogalusa, La., driver who took top honors in a hotly contested battle last season received the \$10,000 bonus from Winston Cup track operators as the 1976 Rookie-of-the-Year. Then, First National City Travelers Checks decided to "grandfather" him into their awards program and this season, Manning is receiving \$1,000 in sponsorship for every race in which he competes.

Since the establishment of the Rookie-of-the-Year award in 1958, the winners have included such outstanding competitors as Richard Petty, David Pearson, James Hylton, Donnie Allison, Richard Brooks, Walter Ballard, Lennie Pond and Bruce Hill—all still active on the Winston Cup Grand National scene.

## PAST ROOKIE-OF-THE-YEAR WINNERS

1958—Shorty Rollins, Corpus Christi, Texas.

1959—Richard Petty, Randleman, N. C.

1960—David Pearson, Spartanburg, S. C.

1961—Woodie Wilson, Mobile, Ala.

1962—Tom Cox, Asheboro, N. C.

1963—Billy Wade, Houston, Texas.

1964—Doug Cooper, Gastonia, N. C.

1965—Sam McQuagg, Columbus, Ga.

1966—James Hylton, Inman, S. C.

1967—Donnie Allison, Hueytown, Ala.

1968—Pete Hamilton, Dedham, Mass.

1969—Dick Brooks, Porterville, Calif.

1970—Bill Dennis, Richmond, Va.

1971—Walter Ballard, Houston, Texas.

1972—Larry Smith, Lenoir, N. C.

1973—Lennie Pond, Petersburg, Va.

1974—Earl Ross, Ailsa Craig, Ont., Canada.

1975—Bruce Hill, Topeka, Kansas.

1976—Skip Manning, Bogalusa, La.

# Thumbnail Sketches of 1977 Rookie-of-the-Year Contenders

**BAXTER PRICE**  
 Monroe, No. Carolina  
 BORN: Nov. 29, 1938  
 195 lbs. 6' 1"  
 MARRIED: Wife—Patsy

**ROBIN SCHILDKNECHT**  
 Louisville, Kentucky  
 BORN: Dec. 24, 1953  
 160 lbs. 5' 11"  
 SINGLE

**LARRY LaMAY**  
 Mt. Clemens, Michigan  
 BORN: Oct. 25, 1949  
 220 lbs. 5' 11"  
 MARRIED: Wife—Denise

**ERVIN A. WANGERIN**  
 Bloomington, Minnesota  
 BORN: April 4, 1935  
 241 lbs. 6' 1"  
 MARRIED: Wife—Sharon

**DONALD T. RYAN**  
 Davenport, Iowa  
 BORN: May 13, 1938  
 165 lbs. 5' 9"  
 MARRIED: Wife—Colleen

**RALPH JONES**  
 Lipton, Kentucky  
 BORN: Jan. 20, 1944  
 205 lbs. 6' 2"  
 MARRIED: Wife—Martha Jane

**SAM SOMMERS**  
 Savannah, Georgia  
 BORN: Sept. 17, 1939  
 200 lbs. 6' 1"  
 MARRIED: Wife—Betty

**RICKY RUDD**  
 Chesapeake, Virginia  
 BORN: Sept. 12, 1956  
 155 lbs. 5' 6"  
 SINGLE

**JANET GUTHRIE**  
 Miami, Florida  
 BORN: March 7, 1938  
 138 lbs. 5' 7 1/2"  
 SINGLE

**ROY SMITH**  
 Victoria, Canada  
 BORN: Aug. 6, 1944  
 166 lbs. 5' 9"  
 MARRIED: Wife—Diane

**JUNIOR MILLER**  
 Winston-Salem, No. Carolina  
 BORN: April 26, 1951  
 185 lbs. 5' 10"  
 MARRIED: Wife—Edna

**ELLIOTT FORBES-ROBINSON II**  
 La Crescenta, California  
 BORN: Oct. 31, 1943  
 165 lbs. 5' 9"  
 MARRIED: Wife—Lounette

**JOSEPH SCHULTZ**  
 Buena Park, California  
 BORN: Jan. 30, 1932  
 170 lbs. 5' 7 1/2"  
 MARRIED: Wife—Dolores

**HAROLD MILLER**  
 Emerson, Georgia  
 BORN: Oct. 19, 1950  
 170 lbs. 5' 10"  
 MARRIED: Wife—Dibbie

**JIMMY LEE CAPPS**  
 Elkton, Florida  
 BORN: March 12, 1938  
 170 lbs. 6' 2"  
 MARRIED: Wife—Paulette

Rookie  
 Contender  
 Right . . .  
**SAM  
 SOMMERS**  
 CAR 27



Rookie  
 Contender  
 Left . . .  
**RICKY  
 RUDD**  
 CAR 22

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	Size 16	811-100-162	\$11.95		
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	Medium	811-150-032	\$23.95		
	Large	811-150-042	\$23.95		
	X-Large	811-150-052	\$23.95		
Winter—Children	Sizes 6-8	811-150-082	\$16.95		
	Sizes 10-12	811-150-122	\$16.95		
	Sizes 14-16	811-150-162	\$16.95		

\*Add state sales tax where applicable. Slight variation in design may occur due to changes in manufacturers.

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WINNERS GO  
**GOOD YEAR**

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

Car No.	Driver/Hometown	Team	Qualifying Speed
00	Bobby Mausgrover/Harrisburg, N. C.	Ultra-Cept Buick	
01	Earle Canavan/Ft. Johnson, N. Y.	Benikano of Tokyo Dodge	
03	Terry Bivins, Shawnee, Kan.	Scotties Fashions Chev	
09	Nelson Oswald/Jacksonville, Fla.	Oswald Racing Chev	
1	Donnie Allison/Hueytown, Ala.	Ellington Racing Chev	
2	Dave Marcis/Skyland, N. C.	CAM2 Oil Mercury	
3	Richard Childress/Winston-Salem, N. C.	Kansas Jack Chev	
4	Gary Myers/Walnut Grove, N. C.	Myers Chevrolet	
7	Dean Dalton/Asheville, N. C.	Dalton Racing Chev	
8	Ed Negre/Concord, N. C.	Negre Racing Dodge	
9	Bill Elliott/Dawsonville, Ga.	Dahlonega Ford	
10	Johnny Barnes/Pt. Charlotte, Fla.	Champion Racing Ford	
11	Cale Yarborough/Timmonsville, S. C.	Holly Farms Chev	
12	Bobby Allison/Hueytown, Ala.	1st National City Matador	
14	Coo Coo Marlin/Columbia, Tenn.	Cunningham-Kelley Chev	
15	Buddy Baker/Charlotte, N. C.	Norris Industries Ford	
16	David Sisco, Nashville, Tenn.	Sisco Chev	
18	Joe Frasson/Pauline, S. C.	Frasson Racing Chev	
19	Henley Gray/Rome, Ga.	Belden Asphalt Chev	
20	Rick Newsom/Fort Mill, S. C.	Newsom Racing Ford	
21	David Pearson/Spartanburg, S. C.	Purolator Mercury	
22	Ricky Rudd/Chesapeake, Va.	Al Rudd Auto Parts Chev	
23	Jim Raptis, Kennesaw, Ga.	Opals Truck Stop Chev	
24	Cecil Gordon/Horse Shoe, N. C.	Gordon Chevrolet	
25	Jabe Thomas/Christiansburg, Va.	Robertson Racing Chev	
26	Jimmy Lee Capps/Elkton, Fla.	Sellers Automotive Chev	
27	Sam Sommers/Savannah, Ga.	M. C. Anderson Racing Chev	
29	Elliot Forbes-Robinson/LaCrescenta, Cal.	Cal Tex Dodge	
29	Bill Hollar/Burlington, N. C.	Hollar Racing Chev	
30	Tighe Scott/Pen Argyl, Pa.	Scottie's Fashions Chev	
31	Jim Vandiver/Huntersville, N. C.	Ranier Racing Dodge	
32	Henley Gray, Rome, Ga.	Encyclopedia Brit. Chev	
33	Earle Brooks/Lynchburg, Va.	Jeff Handy's Auto Trans. Chev	
36	Bob Wawak/Villa Park, Ill.	Encyclopedia Britannica Chev	
37	Bruce Jacobi/Indianapolis, Ind.	Jacobi Racing Chev	
39	Ervin Wangerin, Bloomington, Minn.	Wangerin Mercury	
40	D. K. Ulrich/Harrisburg, N. C.	Pig-N-Poke Chevrolet	
41	Grant Adcox/Chattanooga, Tenn.	Adcox-Kirby Chev	
43	Richard Petty/Randleman, N. C.	STP Dodge	
44	Robin Schildknecht/Louisville, Ky.	S & S Auto Supply Chev	
45	Junior Miller/Winston-Salem, N. C.	Price Chev	
46	Travis Tiller/Coeburn, Va.	Little B-C&K Coal Dodge	
47	Bruce Hill/Union City, Ga.	Hill Racing Chev	
48	James Hylton/Gramling, S. C.	Hylton Engineering Chev	
49	G. C. Spencer/Bluff City, Tenn.	Lady & Son Auction Dodge	
52	Jimmy Means/Hunt, Ala.	Means Chevrolet	
53	Terry Bivins/Shawnee, Kan.	Bivins Racing Chev	
54	Lennie Pond/Petersburg, Va.	Pond Fan Club Chevrolet	
57	Richard May/Charlotte, N. C.	McClure Motor Co. Ford	
59	Charles Blanton/Gaffney, S. C.	Porter & Queen Racing Chev	
60	Ramo Stott/Keokuk, Iowa	Viglione Racing Chev	
61	Joe Mihalic/Murrysville, Pa.	Mihalic Racing Chev	
64	Elmo Langley, Richmond, Va.	Langley Racing Ford	
67	Buddy Arrington/Martinsville, Va.	Arrington Racing Dodge	
70	J. D. McDuffie/Sanford, N. C.	McDuffie Racing Chev	
71	Neil Bonnett/Hueytown, Ala.	Stacy Racing Dodge	
72	Benny Parsons/Elerbe, N. C.	1st National City Chev	
75	Jim Raptis/Woodstock, Ga.	Opal Voight Chev	
76	A. J. Reno/Dawsonville, Ga.	Acme Garage Ford	
78	Dick Skillen/Raleigh, N. C.	Goffco Racing Chev	
79	Frank Warren/Harrisburg, N. C.	Native Tan Dodge	
80	Phil Finney/Merritt Island, Fla.	Finney Racing Chev	
81	Terry Ryan/Davenport, Iowa	Monaghan Racing Chev	
83	Ron Hutcherson/Keokuk, Iowa	Smithville Farms Chev	
84	Morgan Shepard/Conover, N. C.	Makar Enterprises Mercury	
88	Darrell Waltrip/Daytona Beach, Fla.	Gatorade Chev	
90	Dick Brooks/Spartanburg, S. C.	Truxmore Ford	
91	Harold Miller, Emerson, Ga.	Bartow Paving Chev	
92	Skip Manning/Bogalusa, La.	Stratagraph Chev	
95	Junior Miller/Winston-Salem, N. C.	Stamey's Barbecue Chev	
98	Ralph Jones/Upton, Ky.	Jones Racing Ford	
99	James Fleming/Bellevue, Ohio	Fleming Racing Chev	

# Results of the Winston Cup Grand National Races for 1977

Date	Track & Size	Miles Dist.	Time	Avg. Speed	First Place	Second Place	Third Place	Fourth Place	Fifth Place	Fastest Qualifier	Speed
1-16-77	RIVERSIDE, CALIF. 2.62 Miles	311.78	2:54:46	107.038	David Pearson Mercury	Cale Yarborough Chevrolet	Richard Petty Dodge	Dave Marcis Chevrolet	Sonny Easley Ford	Cale Yarborough Chevrolet	112.686
2-20-77	DAYTONA BEACH, FLA. 2.5 Miles	500	3:15:48	153.218	Cale Yarborough Chevrolet	Benny Parsons Chevrolet	Buddy Baker Ford	Coo Coo Marlin Chevrolet	Richard Brooks Ford	Donnie Allison Chevrolet	188.048
2-27-77	RICHMOND, VA. .542 Mile	132.79	1:49:1	73.084	Cale Yarborough Chevrolet	Darrell Waltrip Chevrolet	Benny Parsons Chevrolet	Dave Marcis Chevrolet	Bobby Allison Matador	Neil Bonnett Dodge	93.632
3-13-77	ROCKINGHAM, N. C. 1.017 Miles	500	5:6:46	97.86	Richard Petty Dodge	Darrell Waltrip Chevrolet	Donnie Allison Chevrolet	Buddy Baker Ford	Neil Bonnett Dodge	Skip Manning Chevrolet	135.437
3-20-77	ATLANTA, GA. 1.522 Miles	500	3:27:51	144.093	Richard Petty Dodge	David Pearson Mercury	Cale Yarborough Chevrolet	Donnie Allison Chevrolet	Bobby Allison Matador	Richard Petty Dodge	162.501
3-27-77	N. WILKESBORO, N. C. 5/8 Mile	250	2:48:38	88.950	Cale Yarborough Chevrolet	Richard Petty Dodge	Benny Parsons Chevrolet	Buddy Baker Ford	Bobby Allison Matador	Neil Bonnett Dodge	107.537
4- 3-77	DARLINGTON, S. C. 1.366 Miles	500	3:53:18	128.817	Darrell Waltrip Chevrolet	Donnie Allison Chevrolet	Richard Petty Dodge	Buddy Baker Ford	Benny Parsons Chevrolet	David Pearson Mercury	151.269
4-17-77	BRISTOL, TENN. .533 Mile	266.5	2:38:20	100.989	Cale Yarborough Chevrolet	Richard Brooks Ford	Richard Petty Dodge	Neil Bonnett Dodge	Benny Parsons Chevrolet	David Pearson Mercury	110.168
4-24-77	MARTINSVILLE, VA. .525 Miles	201.6	2:36:26	77.405	Cale Yarborough Chevrolet	Benny Parsons Chevrolet	Richard Petty Dodge	Lennie Pond Chevrolet	David Pearson Mercury	Cale Yarborough Chevrolet	88.923
5- 1-77	TALLADEGA, ALA. 2.66 Miles	500	3:03:26	164.877	Darrell Waltrip Chevrolet	Cale Yarborough Chevrolet	Benny Parsons Chevrolet	Donnie Allison Chevrolet	Dave Marcis Chevrolet	A. J. Foyt Chevrolet	192.424
5- 7-77	NASHVILLE, TENN. .596 Mile	250	2:51:40	87.490	Benny Parsons Chevrolet	Cale Yarborough Chevrolet	Darrell Waltrip Chevrolet	Dave Marcis Chevrolet	Richard Petty Dodge	Darrell Waltrip Chevrolet	103.643
5-15-77	DOVER, DELA. 1 Mile	500	4:03:26	123.327	Cale Yarborough Chevrolet	David Pearson Mercury	Richard Petty Dodge	Darrell Waltrip Chevrolet	Richard Brooks Ford	Richard Petty Dodge	136.033
5-29-77	CHARLOTTE, N. C. 1.5 Mile	600	4:21:29	137.676	Richard Petty Dodge	David Pearson Mercury	Benny Parsons Chevrolet	Lennie Pond Chevrolet	Buddy Baker Ford	David Pearson Mercury	161.435
6-12-77	RIVERSIDE, CALIF. 4.215 K RC (2.62 Mi)	400KM 248.9	2:22:12	105.021	Richard Petty Dodge	David Pearson Mercury	Cale Yarborough Chevrolet	Jim Insolo Ford	Buddy Baker Ford	Richard Petty Dodge	112.432
6-19-77	BROOKLYN, MICH. 2 Miles	400	2:57:44	135.033	Cale Yarborough Chevrolet	Richard Petty Dodge	Benny Parsons Chevrolet	Dave Marcis Ford	David Pearson Mercury	David Pearson Mercury	159.175
7- 4-77	DAYTONA BEACH, FLA. 2.5 Miles	400	2:48:10	142.716	Richard Petty Dodge	Darrell Waltrip Chevrolet	Benny Parsons Chevrolet	David Pearson Mercury	A. J. Foyt Mercury	Neil Bonnett Dodge	187.191
7-16-77	NASHVILLE, TENN. .596 Miles	250	3:10:09	78.999	Darrell Waltrip Chevrolet	Bobby Allison Matador	Richard Petty Dodge	Cale Yarborough Chevrolet	Richard Brooks Ford	Benny Parsons Chevrolet	104.210
7-31-77	POCONO, PA. 2.5 Miles	500	3:53:41	128.379	Benny Parsons Chevrolet	Richard Petty Dodge	Darrell Waltrip Chevrolet	Bobby Allison Matador	Richard Brooks Ford	Darrell Waltrip Chevrolet	147.591
8- 7-77	TALLADEGA, ALA. 2.66 Miles	500	3:04:37	162.524	Donnie Allison Chevrolet	Cale Yarborough Chevrolet	Skip Manning Chevrolet	Ricky Rudd Chevrolet	Lennie Pond Chevrolet	Benny Parsons Chevrolet	192.684

## 1978 Daytona 500 Reserved Seat Tickets In The Mail

DAYTONA BEACH, Fla.—Reserved seat tickets for the February 19th Daytona 500 at Daytona International Speedway are in the mail to those early birds having placed orders for the world's most prestigious stock car race.

An indication of the continuing popularity of the sport of auto racing is that reserved seat tickets are being sent to all but nine states in this initial mailing.

The nine states not yet having representation at this classic conclusion to SPEED WEEKS '78 are Arkansas, Hawaii, Idaho, Kansas, Montana, New Mexico, Oklahoma, Oregon and Utah.

D.I.S. Ticket Office Manager, Mary Moyer, said, "I can't recall so many states being represented so early. It's a sign that racing fans should place their reserved seat orders early to avoid possible disappointment later."

SPEED WEEKS '78, the greatest concentration of auto racing activity in the world, begin with the 24 Hours of Daytona World Manufacturers' Championship race on February 4th in 1978.

The following weekend sees pole position qualifying for the 500 and the ARCA 200 late model stock car race on February 12th.

Racing really gets going the following Thursday, February 16th with the 125-mile Daytona 500 qualifying races.

Friday has a doubleheader of action with the International Race of Champions finale and the NASCAR 200 for modified stock cars.

Saturday's prelude to the 500 is the Sportsman 300 for NASCAR's late model sportsman chargers.

The highlight of the two weeks is set for 1:00 P. M., Sunday, February 19th when 40 of the true greats of the sport take the green flag for the 20th running of the Daytona Winston Cup stock car race.

Those wishing ticket information are urged to phone the Daytona International Speedway ticket office at 904-255-5301 or write, Daytona International Speedway, Daytona Beach, Fla. 32015.

## No Increase In Ticket Prices For 1978 Motorcycle Races

DAYTONA BEACH, Fla.—Bill France, president of Daytona International Speedway, has announced that ticket prices for the nation's biggest international sports event, the March 12th Daytona 200 Motorcycle Classic will remain the same as for the last two years.

France said, "We are happy to be able to hold the price line as this will be of added help to our many foreign visitors in making their plans to attend."

France added his assurance that the Daytona 200 would continue its 37-year tradition of running 200 consecutive miles.

He said, "We are also pleased to announce that the Daytona 200 will again be round one of the AGV Helmets World Cup Trophy Series."

The AGV Trophy is a \$30,000 award to the rider making the best combined performance at Daytona, Imola in Italy and Circuit Paul Ricard in France . . . the three premier motorcycle road races.

France also mentioned that the recent ramp expansion at Daytona Regional Airport and nearby Orlando Jet Port's new status as an International Port of Entry will provide the many foreign charter flights an even easier access to the Daytona Beach Resort Area.

CYCLE WEEK '78 begins Monday, March 6th with almost every variety of motorcycle "show and go" represented during the week.

Cycle shows—formal and informal—enduro, motocross, half-mile, short track, stadium and road racing activities are all part of the week-long celebration of two-wheel competition.

Action at the famous Daytona Speedway includes road racing events for amateurs as well as experts with the final climax being the March 12th running of the Daytona 200.

Last year's Daytona 200 Motorcycle Classic drew 49 foreign entries representing 16 countries and five continents and saw over 30 foreign charter flights bringing fans and competitors to the CYCLE WEEK activities.

With a limited number of reserved seat tickets sold for the Daytona 200, it is suggested that orders be placed in advance to avoid possible disappointment.

# Yarborough Regains Lead in NASCAR's W.C.G.N. Championship Battle for the 1977 Crown...

DAYTONA BEACH, Fla.—Cale Yarborough regained the lead in NASCAR's Winston Cup Grand National point standings following the Talladega 500 at Alabama International Motor Speedway, August 7.

Yarborough's Holly Farms team leads Petty's STP Dodge team by 32 points through August 8 as the two veteran drivers battle it out for the 1977 Winston Cup crown.

With one race remaining in the second of three Winston Cup legs, Petty continues to lead Yarborough by 132 points in the second leg point standings. The second leg ended with the Champion Spark Plug 400 at Michigan International Speedway on Sunday, August 21.

Ricky Rudd posted a fourth-place finish at Talladega,—the highest finishing position for a rookie contender so far this season—and now leads the First National City Travelers Checks Rookie-of-the-Year competition by 10

Following the Champion Spark Plug 400 on Aug. 21, the Winston Cup competitors open the third and final leg of competition with the Volunteer 400 at Bristol (Tenn.) International Speedway on Sunday, August 28.

Here are the top 35 in the NASCAR W. C. G. N. Point Standings entering the August 21 race at Brooklyn, Michigan.

## 1977 Winston Standings

AS OF AUGUST 8, 1977



CALE YARBOROUGH

points over second-place Sam Sommers, who dropped out early with a cracked cylinder head. Rudd's Talladega 500 finish was the best by a rookie driver since 1974 Rookie-of-the-Year Earl Ross won the Old Dominion 500 in his rookie year of competition.

In the chase for the Winston Cup, Yarborough now has 3125 points, followed by Petty with 3093; Benny Parsons, 2819; Darrell Waltrip, 2772; Buddy Baker, 2583; Richard Brooks, 2348; Cecil Gordon, 2251; Bobby Allison, 2181; Richard Childress, 2153; and James Hylton, 2104.

In the second-leg standings, Petty leads with 1535 points, followed by Yarborough with 1400; Parsons, 1322; Baker, 1281; Waltrip, 1270; Brooks, 1161; Skip Manning, 1135; Buddy Arrington, 1049; Gordon, 1034; and David Pearsons, 986.

Pearson became the sixth NASCAR driver to earn over \$100,000 so far this season, with earnings now totalling \$101,826. Yarborough continues to lead in money-won with \$268,941, followed by Petty with \$233,175; Parsons (\$168,926); Waltrip (\$156,898); Baker (\$125,161); Pearson (\$101,826); Brooks (\$84,665); Talladega 500 winner Donnie Allison (\$70,890); Dave Marcis, (\$64,920); and Neil Bonnett (\$59,705).

Pos.	Driver	2nd Leg of 3			Season To Date			Total Won	
		Points	Starts	Points	Starts	Wins	Top 5		Top 10
1.	Cale Yarborough	1400	9	3125	19	7	14	14	\$268,941
2.	Richard Petty	1535	9	3093	19	5	15	16	233,175
3.	Benny Parsons	1322	9	2819	19	2	12	13	168,926
4.	Darrell Waltrip	1270	9	2772	19	3	9	14	156,898
5.	Buddy Baker	1281	9	2583	19	0	8	14	125,161
6.	Richard Brooks	1161	9	2348	18	0	5	12	84,665
7.	Cecil Gordon	1034	9	2251	19	0	0	2	57,920
8.	Bobby Allison	1183	9	2181	19	0	4	9	48,030
9.	Richard Childress	917	9	2153	19	0	0	6	51,860
10.	James Hylton	948	9	2104	19	0	0	7	56,285
11.	J. D. McDuffie	966	9	2003	19	0	0	3	47,635
12.	Skip Manning	1135	9	2002	18	0	1	6	54,891
13.	David Pearson	986	7	1945	14	1	9	9	101,826
14.	Buddy Arrington	1049	9	1922	17	0	0	2	44,795
15.	D. K. Ulrich	861	9	1786	19	0	0	0	37,655
16.	Frank Warren	904	9	1785	18	0	0	1	42,870
17.	Jimmy Means	778	8	1704	17	0	0	4	33,025
18.	Dave Marcis	385	3	1685	13	0	5	7	64,920
19.	Neil Bonnett	486	4	1625	14	0	2	5	59,705
20.	Tighe Scott	718	7	1606	16	0	0	0	36,965
21.	Ricky Rudd	912	8	1510	14	0	1	5	26,751
22.	Sam Sommers	662	6	1457	13	0	0	5	32,045
23.	Donnie Allison	505	4	1343	10	1	5	6	70,890
24.	Henley Gray	413	5	1214	14	0	0	0	18,610
25.	Ed Negre	291	3	1123	13	0	0	0	22,600
26.	Tom Gale	513	6	1022	11	0	0	0	25,150
27.	Bruce Hill	326	5	970	11	0	0	3	17,205
28.	Janet Guthrie	437	5	894	10	0	0	0	16,195
29.	David Sisco	571	7	847	10	0	0	0	13,920
30.	Butch Hartman	555	5	773	7	0	0	2	13,860
31.	Terry Bivins	0	0	750	7	0	0	1	13,220
32.	Coo Coo Marlin	299	5	743	8	0	1	4	33,625
33.	Lennie Pond	365	4	738	8	0	3	5	38,391
34.	Ferrell Harris	264	3	718	7	0	0	0	15,040
35.	Gary Myers	255	4	709	8	0	0	0	7,765

Other Races Won By:

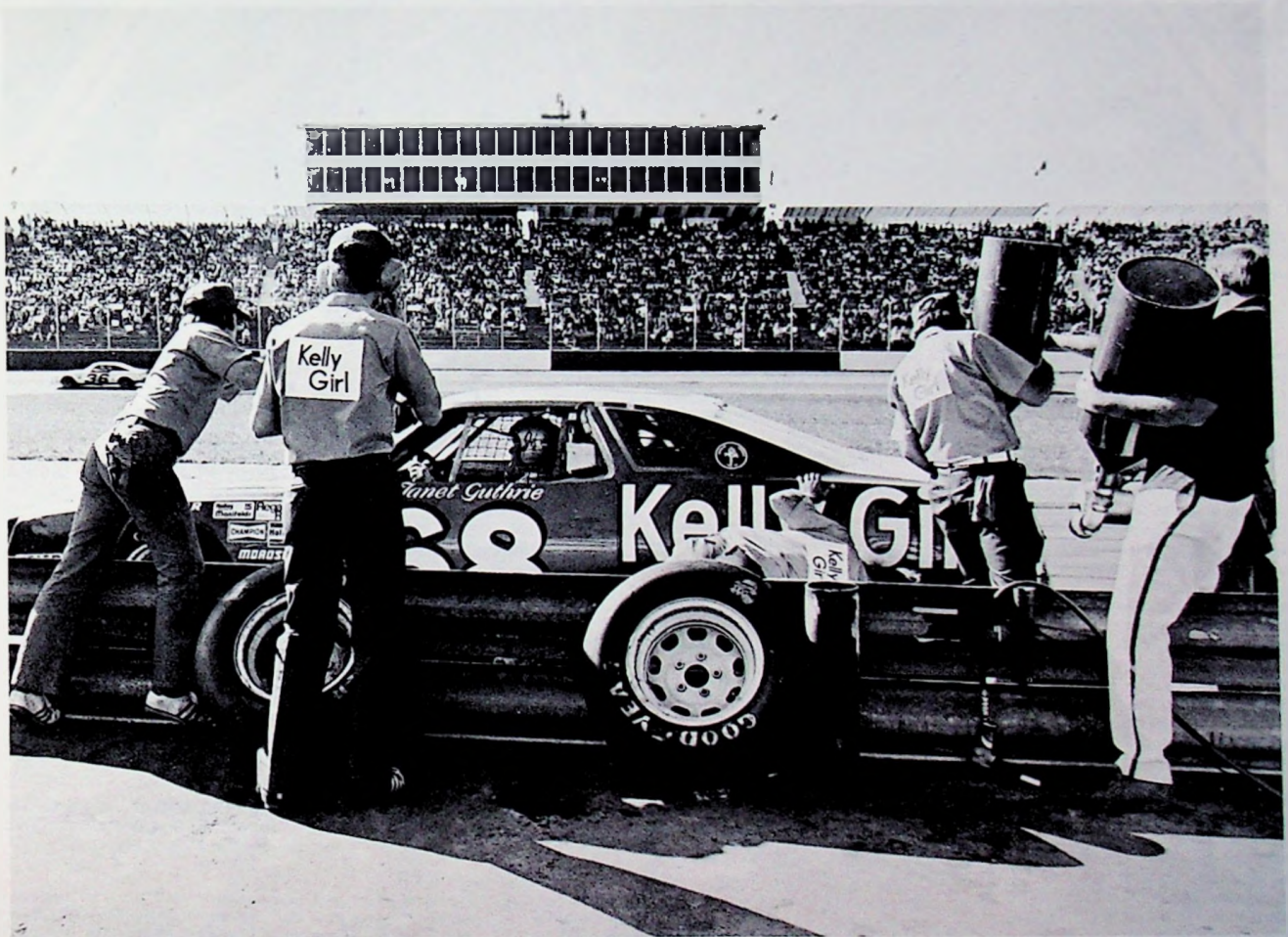
# LAP CHART

KEEP A LAP RECORD OF THE RACE

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

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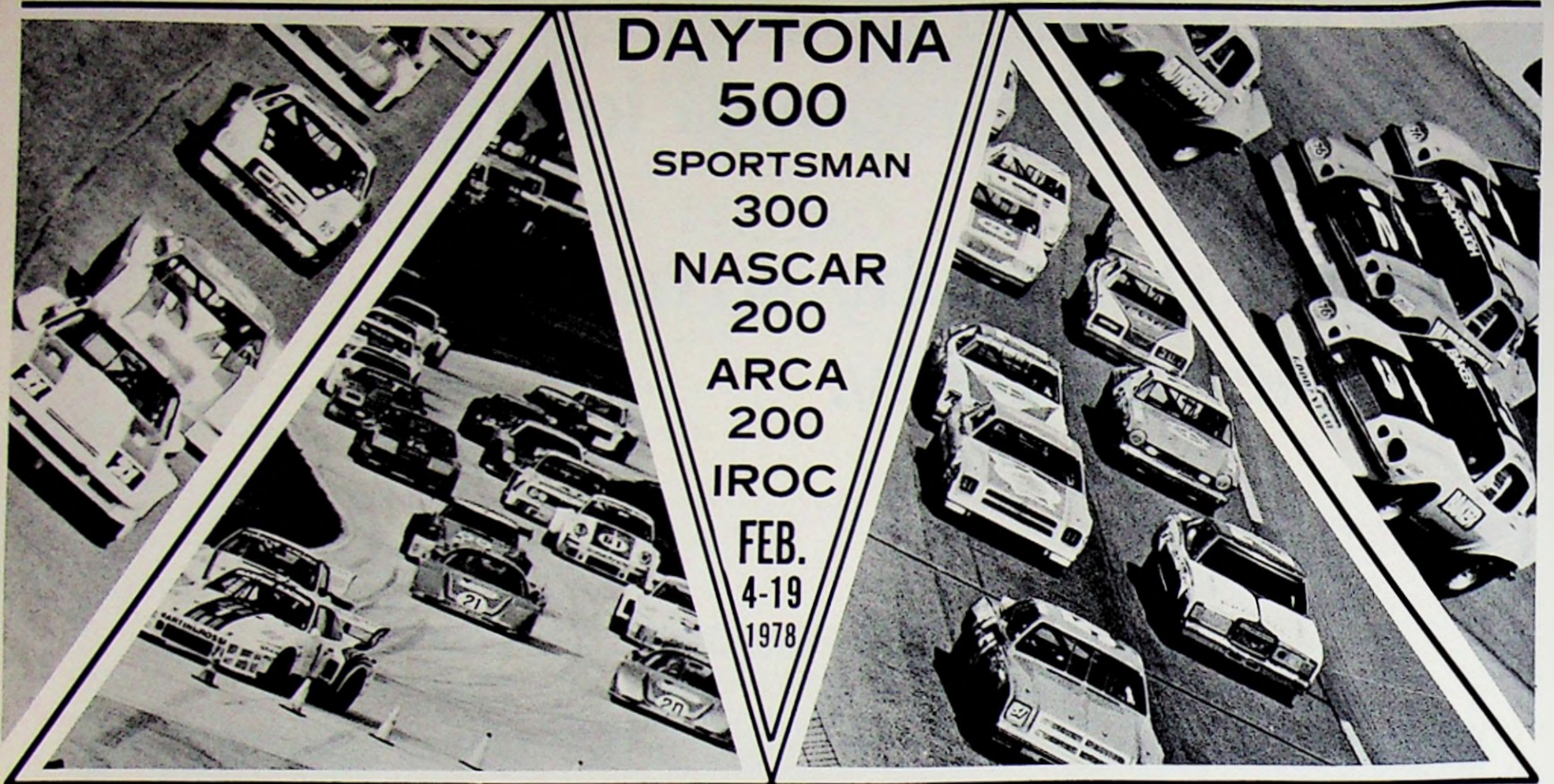


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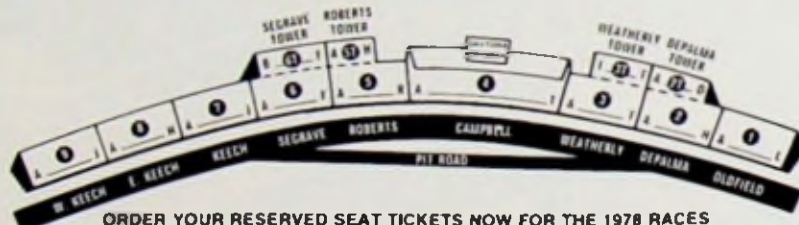


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I am enclosing (cashier's check — money order) for \_\_\_\_\_ including 50¢ service charge, for reserved seat tickets for Daytona International Speedway events as checked below. (Check number of tickets grandstand and row on form.) Make checks payable to INTERNATIONAL SPEEDWAY CORP. Orders accompanied by personal checks will be held three weeks before making. NOTE: If substitution is necessary, state preference: Sec. \_\_\_\_\_ Row \_\_\_\_\_. On form below list number of tickets and position preferred. Telephone orders will be held two weeks. If payment is not received, they will be released and sold.

Grandstand No.	GRANDSTAND	Check Grandstand	PERMATEX 300		DAYTONA 500	
			Feb 18, 1978	No. Tickets	Feb 19, 1978	No. Tickets
(4)	CAMPBELL	Rows 8 thru 14 — Box Chair Seats	25.00	30.00	30.00	30.00
(4)	CAMPBELL	Rows 4 thru 7 — Box Chair Seats	22.00	30.00	30.00	30.00
(4)	CAMPBELL	Rows 1 thru 3 — Box Chair Seats	18.00	30.00	30.00	30.00
(21)	Weatherly Tower	Rows 23 thru 42 — Box Chair Seats	25.00	30.00	30.00	30.00
(3)	Joe Weatherly	Rows 12 thru 22 — Box Chair Seats	22.00	30.00	30.00	30.00
(2)	Joe Weatherly	Rows 1 thru 11 — Box Chair Seats	18.00	30.00	30.00	30.00
(51)	Roberts Tower	Rows 23 thru 42 — Box Chair Seats	25.00	30.00	30.00	30.00
(5)	Fireball Roberts	Rows 12 thru 22 — Box Chair Seats	22.00	30.00	30.00	30.00
(5)	Fireball Roberts	Rows 1 thru 11 — Box Chair Seats	18.00	30.00	30.00	30.00
(1)	Oldfield	Rows 18 thru 25 — Box Seats	12.00	15.00	15.00	15.00
(1)	Oldfield	Rows 1 thru 15 — Box Seats	10.00	15.00	15.00	15.00
(21)	De Palma Tower	Rows 26 thru 45 — Box Chair Seats	25.00	40.00	40.00	40.00
(2)	De Palma	Rows 16 thru 25 — Box Seats	12.00	25.00	25.00	25.00
(2)	De Palma	Rows 1 thru 15 — Box Seats	10.00	15.00	15.00	15.00
(81)	Segrave Tower	Rows 26 thru 45 — Box Chair Seats	25.00	40.00	40.00	40.00
(6)	Segrave	Rows 16 thru 25 — Box Seats	12.00	25.00	25.00	25.00
(8)	Segrave	Rows 1 thru 15 — Box Seats	10.00	15.00	15.00	15.00
(7)	Keesh	Rows 16A thru 25 — Box Seats	12.00	25.00	25.00	25.00
(7)	Keesh	Rows 1 thru 15 — (unreserved)	10.00	15.00	15.00	15.00
(8)	Keesh Annex East	Rows 1 thru 20 — (unreserved)	10.00	15.00	15.00	15.00
(9)	Keesh Annex West	Rows 1 thru 20 — (unreserved)	10.00	15.00	15.00	15.00
UNRESERVED STANDS (Race Day Only)			15.00	15.00	15.00	15.00
INFIELD (Tickets on Sale Race Day Only)			15.00	15.00	15.00	15.00

ALL UNRESERVED SEAT TICKETS ON SALE RACE DAYS ONLY. No Reservation held unless accompanied by Cashier's Check or Money Order. ABSOLUTELY NO MOTORCYCLES ALLOWED IN INFIELD.

No scaffolds, platforms, trailers or Hydraulic-lift trucks allowed. No pets allowed. Regardless of age, children must have tickets for reserved or box seats. (Children under 12 years of age admitted free to infield and unreserved grandstands when accompanied by adults.) NO COOLERS OVER 14" PERMITTED IN GRANDSTANDS.

## SPEED WEEKS '78 SCHEDULE

- February 4-5, 17th Annual 24 Hours of Daytona World Manufacturers' Championship for the Daytona/LeMans Trophy
- February 12, Pole Position Qualifying for the 20th Annual Daytona 500
- February 12, 15th Annual ARCA 200 Late Model Stock Car Race
- February 16, Twin 125-Mile Daytona 500 NASCAR Grand National Qualifying Races
- February 17, 5th Annual International Race of Champions Finale
- February 17, 5th Annual NASCAR 200 Modified Stock Car Race
- February 18, 14th Annual Sportsman 300 NASCAR Late Model Stock Car Race
- February 19, 20th Annual Daytona 500 NASCAR/FIA Winston Cup Grand National Stock Car Race

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Bill France, Sr. (holding plaque) named man of the year by the Motor Sports Press Association at Darlington, S. C. Other well known names in racing, left to right: Lee Petty, Tim Flock, H. A. Lawing, Joe Littlejohn, Ned Jarrett, France, Clay Earles, Enoch Staley and Junior Johnson. (Photo courtesy of R. J. Reynolds Co.)

# Meet The Drivers



## ELZIE WYLIE BAKER, JR. (BUDDY)



Birthdate: Jan. 25, 1941  
Weight: 215  
Height: 6' 5"  
Home: Charlotte, N. C.  
Marital Status: Wife, Coleen  
Children: Bryan, Brandon

Despite only one win in the 1976 Winston Cup season, it was a year big Buddy won't forget. His only win came in the Winston 500 at super-fast Alabama International Motor Speedway at Talladega, and his super-fast 169.887 miles per hour average in winning the race set a new international

speed record for 500-mile races. It was, as a corollary record, the first 500-mile race ever completed in less than three hours—2 hours, 56 minutes, 37 seconds. But that wasn't all that made '76 memorable to racing's 'Gentle Giant.' His second-place finish in the Aug. 1 Purolator 500 at Pocono International Raceway pushed him over \$1 million in career winnings, making him the fifth member of NASCAR's exclusive millionaire drivers group. Buddy is a second-generation race driver, son of the legendary Buck Baker, two-time Grand National champion. Buddy was the first driver ever to drive a stock car over 200 miles per hour on a closed course, recording a speed of 200.447 mph in a Dodge at Talladega in 1970. He was a prep football star and when he is not racing, is active in civic affairs and hunting and fishing.

### WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1959	12	0	1	5	15.42	\$ 142.08	875.5	\$ 1,705.00
1960	15	0	0	1	18.93	116.33	1,880.9	1,745.00
1961	14	0	1	3	18.57	354.64	2,434.1	4,965.00
1962	31	0	5	20	15.16	244.45	4,139.3	7,578.00
1963	8	0	1	2	21.00	330.00	1,098.1	2,640.00
1964	32	0	3	7	18.47	245.63	2,234.0	7,860.00
1965	42	0	12	17	14.07	604.52	5,393.1	25,390.00
1966	41	0	1	7	19.36	520.12	4,887.2	21,325.00
1967	21	1	6	7	14.71	2,148.10	4,214.9	45,110.00
1968	38	1	16	18	14.68	1,425.76	5,707.0	54,125.00
1969	18	0	9	11	13.88	3,528.33	5,212.42	63,510.00
1970	18	1	6	8	14.11	3,496.00	5,884.14	62,928.00
1971	19	1	14	17	7.05	6,060.52	7,817.95	115,150.00
1972	17	2	8	9	12.88	5,149.41	6,029.74	87,540.00
1973	27	2	16	20	11.14	4,668.33	8,574.58	126,045.00
1974	19	0	11	12	12.52	4,801.13	5,733.60	91,221.00
1975	23	4	12	13	11.30	7,387.73	8,113.12	169,917.00
1976	30	1	16	16	15.50	7,147.99	8,609.85	214,439.00
CAREER	425	13	138	193	14.89	\$ 2,595.75	88,839.50	\$ 1,103,193.00

Best Finish—1st - 13 times

Biggest Purse—\$32,300 - Ontario (500) - 1975

## DAVID A. MARCIS (DAVE)



Birthdate: March 1, 1941  
Weight: 160  
Height: 5' 10"  
Home: Wausau, Wis.  
Living: Averys Creek, N. C.  
Marital Status: Wife, Helen  
Children: Shawn Marie, Richard

Dave Marcis really began turning on the talent in 1976, showing that just because he hails from Wausau, Wis. doesn't mean he can't race with the best of the 'good ole boys.' Marcis won the pole starting position seven times in '76. He won three races, was in the top-5 nine times, in the top-10 16 times and won \$198,199. He is one of the most popular drivers on the circuit and always has time to visit with fans and other race-goers. In addition to his Winston Cup activities, Marcis also races a hefty Late Model Sportsman schedule.

### WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1968	9	0	0	2	18.33	\$ 877.67	2,943.5	\$ 7,899.00
1969	37	0	3	11	17.37	750.72	6,751.78	27,777.00
1970	47	0	7	15	17.48	724.12	8,087.07	34,034.00
1971	28	0	8	13	16.50	1,360.07	6,628.57	38,082.00
1972	27	0	5	11	17.88	1,274.85	7,520.63	34,421.00
1973	23	0	3	6	21.34	1,206.21	5,454.98	27,753.00
1974	30	0	6	18	12.33	2,076.90	9,542.91	62,307.00
1975	30	1	16	18	12.00	4,973.42	9,788.81	149,202.00
1976	30	3	9	16	13.80	6,606.65	9,732.60	198,199.00
CAREER	261	4	57	110	16.08	\$ 2,220.97	66,450.85	\$ 579,674.00

Best Finish—1st - 4 times

Biggest Purse—\$21,310 - Talladega (500) - 1976

## DARRELL WALTRIP



Birthdate: Feb. 5, 1947  
Weight: 175  
Height: 6' 1"  
Home: Owensboro, Ky.  
Living: Franklin, Tenn.  
Marital Status: Wife, Stephanie

Waltrip notched his third Winston Cup victory in 1976, bearing out earlier predictions that he would be one of the young drivers to watch. Along the way he notched 10 top-5 finishes and 12 in the top-10. He finished eighth in the final Winston Cup point standings and almost doubled his previous career high winnings with \$191,501. Waltrip races for the Gatorade Racing Team, fielded by DiGard Racing of Daytona Beach, and can be expected to keep adding to a career bright with promise.

### WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1972	5	0	1	3	16.40	\$ 1,723.00	1,653.13	\$ 8,615.00
1973	19	0	1	5	21.31	1,761.35	5,357.68	33,466.00
1974	16	0	7	11	12.56	3,605.62	5,742.62	57,690.00
1975	28	2	11	14	15.46	3,578.26	7,425.28	100,191.00
1976	30	1	10	12	17.36	6,383.38	8,087.87	191,501.00
CAREER	98	3	30	45	16.75	\$ 3,994.52	28,266.58	\$ 391,463.00

Best Finish—1st - three times

Biggest Purse—\$20,950 - Martinsville (262.5) - 1976

# Meet The Drivers

## WILLIAM CALEB YARBOROUGH (CALE)



Birthdate: March 27, 1939  
 Weight: 175  
 Height: 5' 7"  
 Home: Timmonsville, S. C.  
 Marital Status: Wife, Betty Jo  
 Children: Julie Anne, Kelly, Betty Jo

Cale Yarborough labeled 1975 his "worst" Winston Cup season and promised to do better in '76. But 'better' was not a strong enough word to describe his 1976 Grand National campaign. He captured his first Winston Cup driving crown by winning nine

races and recording 22 top 5 finishes and 23 top-10s. And his sizzling pace won him \$387,173, setting both a personal career high and a new NASCAR record for single-season winnings. Yarborough won his long-sought title in the Holly Farms Chevrolet owned by the legendary Junior Johnson and prepared and maintained by Johnson and crew chief Herb Nab. At least part of the credit for the championship could easily go to the Johnson-Nab crew performance in making a 36-minute engine change at Pocono on Aug. 1, then performing the same feat in 20 minutes a week later at Talladega. The quick work kept Yarborough in the races and helped him maintain his lead in the point battle. Yarborough enjoyed some personal satisfaction in 1976, seeing his longtime friend Jimmy Carter elected President of the United States, and himself winning reelection to his county commission office in Florence County, S. C. In addition to being one of the world's premiere race drivers and a successful politician, Yarborough also runs a business enterprise which includes a large farm and a number of dry-cleaning plants. He is an avid outdoorsman and conservationist, and when he isn't engaged in one of these numerous activities, enjoys flying his own twin-engine airplane.

### WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1957	1	0	0	0	42.00	\$ 100.00	42.6	\$ 100.00
1959	1	0	0	0	27.00	150.00	301.1	150.00
1960	1	0	0	0	14.00	85.00	57.0	85.00
1961	1	0	0	0	30.00	200.00	185.6	200.00
1962	8	0	0	1	27.50	340.63	1,032.0	2,725.00
1963	18	0	3	7	12.78	308.33	3,302.4	5,550.00
1964	24	0	2	9	14.29	391.46	4,120.6	9,395.00
1965	46	1	13	21	13.52	546.52	5,381.4	25,140.00
1966	14	0	3	7	12.57	1,645.00	3,944.2	23,030.00
1967	16	2	7	8	16.69	3,542.81	3,667.5	56,685.00
1968	21	6	12	12	11.76	6,513.62	5,746.7	136,786.00
1969	19	2	7	8	16.42	3,907.36	5,482.96	74,240.00
1970	19	3	11	13	10.68	6,098.68	6,249.14	115,875.00
1971	4	0	0	1	29.25	967.25	961.39	3,869.00
1972	5	0	1	4	13.00	2,666.40	1,968.24	11,332.00
1973	28	4	16	19	9.96	5,794.10	9,750.93	162,235.00
1974	30	10	21	22	6.66	8,517.00	10,634.99	255,510.00
1975	27	3	13	13	14.77	5,157.69	8,099.56	139,257.00
1976	30	9	22	23	8.20	12,905.77	10,541.94	387,173.00
<b>CAREER</b>	<b>313</b>	<b>40</b>	<b>131</b>	<b>168</b>	<b>12.84</b>	<b>\$ 4,502.67</b>	<b>81,470.25</b>	<b>\$1,409,337.00</b>

Best Finish—1st - 40 times

Biggest Purse—\$47,250 - 1st, Daytona Beach (500) - 1968

## RICHARD LEE PETTY

Birthdate: July 2, 1937  
 Weight: 195  
 Height: 6' 2"  
 Home: Randleman, N. C.  
 Marital Status: Wife, Lynda  
 Children: Kyle, Sharon, Lisa, Rebecca Lane



Richard Petty had a sort of off-year in 1976 racing, but what is an off-year for the man who holds just about every record in stock car racing would make the ordinary driver ecstatic. Petty started all 30 races, as usual, won three, finished in the top-5 19 times and

in the top-10 22 times. He won \$338,065 and finished second in the Winston Cup point chase. But for King Richard it was the fewest victories since 1961, when he only won two. Since opening his career in 1958, Petty has made 714 Grand National starts; he has won 180 races; been in the top-5 437 times; been in the top-10 516 times. He is the only driver to have won the Daytona 500 more than once, and he has won it five times. He also is a six-time Winston Cup champion, with three more titles than any other driver, past or present. His nearest competitor in victories is David Pearson with 97, and together, they provided one of the most spectacular finishes in the history of auto racing in the 1976 Daytona 500. Racing side-by-side coming to the finish, their cars touched, sending both spinning wildly across the infield. Petty could not restart his engine, and Pearson limped across the finish at about 20 miles per hour to take his first Daytona 500 victory. The Petty team is just that—a Petty team including father, Lee; brother, Maurice; and cousin, Dale Inman. With a 'bad' year like Petty had in 1976, you can bet he'll be running hard to push the figures back up and recapture the title in 1977.

### WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1958	9	0	0	1	19.56	\$ 84.44	410.0	\$ 760.00
1959	21	0	6	9	16.92	363.33	2,699.3	7,830.00
1960	40	3	16	30	8.18	879.50	6,015.5	35,180.00
1961	42	2	19	24	10.60	540.38	5,392.2	22,696.00
1962	52	8	32	39	6.88	1,018.46	7,559.8	52,960.00
1963	54	14	30	39	7.50	884.54	7,879.9	47,765.00
1964	61	9	37	43	7.31	1,619.84	9,467.9	98,810.00
1965	14	4	10	10	8.78	1,175.00	1,692.8	16,450.00
1966	39	8	20	22	10.97	1,973.25	6,458.6	78,930.00
1967	48	27	38	40	5.02	2,714.06	9,337.6	130,275.00
1968	49	16	31	35	8.39	1,818.43	8,906.8	89,103.00
1969	50	10	31	38	8.04	2,813.60	10,425.23	109,180.00
1970	40	18	27	31	6.85	3,474.22	9,822.77	138,969.00
1971	46	21	38	41	4.21	6,722.28	12,870.88	309,225.00
1972	31	8	25	28	4.67	7,323.06	11,995.22	227,015.00
1973	28	6	15	17	10.92	5,701.96	9,291.12	159,655.00
1974	30	10	22	23	6.8	9,972.50	10,406.22	299,175.00
1975	30	13	21	24	6.63	12,628.80	10,846.45	378,865.00
1976	30	3	19	22	8.96	11,275.50	10,345.25	338,265.00
<b>CAREER</b>	<b>714</b>	<b>180</b>	<b>437</b>	<b>516</b>	<b>7.99</b>	<b>\$ 3,558.97</b>	<b>151,823.54</b>	<b>\$2,541,108.00</b>

Best Finish—1st 180 times

Biggest Purse—\$45,450 - 1st, Daytona Beach (500) - 1971

# Meet The Drivers

## ROBERT L. WAWAK (BOBBY)



**Birthdate:** Sept. 4, 1939  
**Home:** Villa Park, Ill.  
**Marital Status:** Wife, Stephanie

Although he has been racing for a number of years, Wawak has appeared in NASCAR Winston Cup events on a scattered basis beginning in 1965. Last year, however, he ran his fullest Grand National schedule ever, competing in 19 races and finishing in the top-10 nine times. His best finish was a sixth in the Times 500 at Ontario, and he ended the season in 22nd place in the final Winston

Cup point standings.

### WINSTON CUP GRAND NATIONAL

Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1965	1	0	0	36.00	\$ 560.00	633	\$ 560.00
1967	14	0	1	3	21.64	576.44	2,319.8
1969	1	0	0	0	31.00	657.00	148
1971	2	0	0	0	19.50	1,332.50	890.91
1976	19	0	0	9	16.94	1,592.89	6,231.33
CAREER	37	0	1	12	19.75	1,141.00	9,653.34

**Best Finish**—6th - Ontario (500)

**Biggest Purse**—\$3,840 - Ontario (500)

## BENNY PARSONS

**Birthdate:** July 12, 1941  
**Weight:** 195  
**Height:** 6'  
**Home:** Detroit, Mich.  
**Living:** Ellerbe, N. C.  
**Marital Status:** Wife, Connie  
**Children:** Kevin, Keith



Charming and unassuming, yet fiercely competitive, Benny Parsons is in the front rank among representatives of racing. He is never too busy for a smile and an autograph, and easily bridges the gap between the worlds of 200 miles per hour racing and the

quiet discussion of a PTA group planning a school bazaar. He does both. Parsons always strives for the best, and continues breaking his own personal records in Winston Cup racing. He started racing Grand Nationals in 1970 and won the Winston Cup championship three years later. Two years after that, in

1975, he won stock car racing's biggest prize, the Daytona 500. Before coming to NASCAR, Parsons was the Automobile Racing Club of America (ARCA) champion in 1968 and '69. He set a new personal high for money won in 1976, with \$242,970. He was in the thick of the championship point battle all year, and ended the season with two victories, 18 top-5 finishes and 23 top-10s. He is always a threat on the track, and 1977 could be his year to regain the title.

### WINSTON CUP GRAND NATIONAL

Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1964	1	0	0	0	21.00	\$ 250.00	129.0
1968	2	0	1	2	6.00	1,735.00	615.0
1969	2	0	1	1	20.50	2,375.00	644.0
1970	45	0	12	23	13.68	1,162.77	8,739.30
1971	35	1	13	18	16.17	1,477.71	7,677.79
1972	31	0	10	19	14.51	2,234.93	9,462.54
1973	28	1	15	21	10.07	4,083.75	10,059.76
1974	30	0	11	14	14.56	2,947.00	8,441.84
1975	30	1	11	17	14.43	4,673.30	8,783.93
1976	30	2	18	23	9.60	8,099.03	10,403.13
CAREER	234	5	92	138	13.44	\$ 3,280.78	64,956.29

**Best Finish**—1st - 5 times

**Biggest Purse**—\$40,900 - Daytona (500) - 1975

## ROBERT ARTHUR ALLISON (BOBBY)

**Birthdate:** Dec. 3, 1937  
**Weight:** 160  
**Height:** 5' 11"  
**Home:** Hueytown, Ala.  
**Marital Status:** Wife, Judy  
**Children:** Davey, Bonnie, Clifford, Carrie



Long one of the most popular drivers in racing, Bobby Allison had the kind of year in 1976 that would strain the patience of a saint. For the first time since 1965 he didn't win a race on the Winston Cup tour. And in addition to that frustration, he went through two grinding crashes, although he was not seriously injured in either. But the even-tempered, affable Alabamian smiled through it all, and will be looking to blow some doors off in 1977 when he fields his own Matador on the 30-race circuit. In past racing, he has won on every Winston Cup track except Daytona. And he remains in demand at tracks around the country to drive in Modified and Late Model Sportsman races. He won the NASCAR Modified crown in 1964 and '65, was the Most Popular Driver in the Sportsman division in 1974 and held the same honor in the Winston Cup Grand National division in 1971, '72 and '73.

(Continued one page over)



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# Meet The Drivers

## WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1961	4	0	0	0	34.75	\$ 162.50	750.5	\$ 650.00
1965	8	0	0	3	19.50	597.50	1,323.7	4,780.00
1966	34	3	10	15	15.06	642.65	5,649.3	21,850.00
1967	45	6	17	27	10.67	1,187.00	7,686.7	53,415.00
1968	37	2	18	20	12.00	1,361.92	7,420.4	50,391.00
1969	27	5	13	13	13.51	2,473.15	6,682.79	66,775.00
1970	46	3	30	35	6.82	2,868.80	11,140.80	131,965.00
1971	40	10	25	29	8.62	5,907.37	11,827.38	236,295.00
1972	31	10	25	27	5.32	8,754.67	11,800.03	271,395.00
1973	27	2	15	16	13.11	3,754.81	8,652.31	101,380.00
1974	27	2	17	17	11.33	4,348.14	8,730.35	117,400.00
1975	19	3	10	10	15.36	6,443.94	6,225.99	122,435.00
1976	30	0	15	19	11.66	7,012.56	10,205.30	210,376.00
CAREER	375	46	195	231	11.25	\$ 3,704.28	98,095.55	\$1,389,107.00

Best Finish—1st 46 times

Biggest Purse—\$28,400 - 1st Charlotte (600). N. C. - 1971

## NEIL BONNETT



Birthdate: July 30, 1946

Weight: 175

Height: 5' 8"

Home: Hueytown, Ala.

Marital Status: Wife, Susan

Children: David, Kristen

Neil Bonnett is a protege of Bobby Allison and a member of the 'Alabama Gang' Bobby leads. He is one of the steadiest of the young drivers and ran a high third in competition for rookie honors in 1976, despite having to run a limited schedule of Winston Cup races. He set the racing group on

its ear by finishing a strong fifth in the '76 Daytona 500, his best finish of the year. Filling in for a very stiff and sore Allison after he was injured in a crash, he qualified Bobby's car on the pole for the Nashville 420. He is a fine driver in the Late Model Sportsman ranks too, and has won track championships at Montgomery and Birmingham in his native state. Bonnett appears destined for stardom on the Winston Cup circuit.

## WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1974	2	0	0	0	42.00	\$ 1,032.50	210.14	\$ 2,065.00
1975	2	0	0	0	24.50	1,102.50	482.71	2,205.00
1976	13	0	1	4	23.23	2,434.61	3,212.75	31,650.00
CAREER	17	0	1	4	25.58	\$ 2,112.94	3,282.60	\$ 35,920.00

Best Finish—5th - Daytona (500) - 1976

Biggest Purse—\$14,000 - Daytona (500) - 1976

## JOHN DELPHUS McDUFFIE, JR. (J. D.)



Birthdate: Dec. 5, 1938

Weight: 195

Height: 5' 11"

Home: Sanford, N. C.

Marital Status: Wife, Ima Jean

Children: Jeff, Linda

1976 was by far McDuffie's best year on the Winston Cup circuit. He started all 30 races, finished in the top-5 once and in the top-10 eight times, and won \$82,239. With 12 seasons of Winston Cup competition under his belt, he is a seasoned veteran and provides exciting racing when he gets on

the track.

## WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1963	12	0	0	3	14.59	\$ 135.00	764.8	\$ 1,620.00
1966	36	0	1	9	15.36	237.36	4,258.6	8,545.00
1967	1	0	0	0	18.00	150.00	68.5	150.00
1968	32	0	0	9	17.75	261.09	3,019.8	8,355.00
1969	50	0	0	10	17.38	548.14	7,924.60	27,407.00
1970	36	0	1	10	16.69	571.25	6,292.25	20,565.00
1971	43	0	2	8	18.90	702.32	9,170.07	30,202.00
1972	27	0	1	2	21.11	844.25	7,092.69	22,795.00
1973	27	0	3	10	17.44	1,385.11	8,135.84	37,398.00
1974	30	0	0	7	16.03	1,317.76	9,079.80	39,533.00
1975	26	0	1	6	19.46	1,536.01	6,742.39	39,936.00
1976	30	0	1	8	16.86	2,741.32	9,664.01	82,239.00
CAREER	350	0	10	82	17.49	\$ 910.70	72,213.35	\$ 318,745.00

Best Finish—3rd - Malta, N. Y. (90.5) - 1971

Biggest Purse—\$11,260 - Daytona (500) - 1976

## DAVID GENE PEARSON



Birthdate: Dec. 22, 1934

Weight: 185

Height: 5' 11"

Home: Spartanburg, S. C.

Marital Status: Wife, Helen

Children: Larry, Rick, Eddie

David Pearson, the 'Silver Fox' from Spartanburg, S. C., is one of the craftiest drivers ever to crawl into a race car. The Wood Brothers—Glen and Leonard—enjoy the same sort of reputation for preparing and fine tuning one. Put the two sets of skills together and you've got a combination that

can win almost at will. That's about what Pearson and the Woods' Purolator Mercury did in 1976. The team made 22 starts, won 10 times, finished in the top-5 16 times and in the top-10 18 times. Among the victories were two classics Pearson had never won, the Daytona 500 and the Southern 500. He

# Meet The Drivers

also won the World 600 for the third time, joining Buddy Baker as the only three-time winner of that race. Pearson also set a new personal record for money won in a single season with \$283,686. But most satisfying to him, he said, was becoming the first two-time winner of Olsonite's American Driver of the Year award. He won the prize in 1973 when it was awarded by Martini & Rossi. He is a three-time Grand National champion, and before moving into Grand National racing was an outstanding Sportsman driver.

## WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1960	22	0	3	7	15.36	\$ 228.64	3,768.4	\$ 5,030.00
1961	19	3	7	8	14.63	2,609.47	3,449.4	49,580.00
1962	12	0	1	7	12.42	1,297.92	3,551.4	15,575.00
1963	41	0	13	19	12.71	516.10	6,502.1	21,160.00
1964	61	8	29	42	8.30	625.82	8,900.6	38,175.00
1965	14	2	8	11	8.72	637.50	1,804.1	8,925.00
1966	42	15	26	33	6.35	1,409.64	8,409.2	59,205.00
1967	22	2	11	13	11.55	3,162.95	5,939.9	69,585.00
1968	48	16	36	38	5.35	2,475.88	9,417.7	118,842.00
1969	51	11	42	44	5.27	3,601.96	11,340.93	183,700.00
1970	19	1	9	11	12.78	4,585.15	5,818.01	87,118.00
1971	17	2	8	9	18.88	1,890.29	3,118.48	32,135.00
1972	17	6	12	13	7.88	8,100.29	6,592.31	137,705.00
1973	18	11	14	14	7.77	11,887.00	7,196.56	213,966.00
1974	19	7	15	15	7.94	11,663.94	7,439.54	221,615.00
1975	21	3	13	14	10.28	8,533.70	8,579.02	179,207.00
1976	22	10	16	18	6.86	12,894.83	9,047.68	283,686.00
CAREER	465	97	263	316	9.28	\$ 3,710.12	110,875.33	\$1,725,209.00

Best Finish—1st - 97 times

Biggest Purse—\$46,800 - Daytona (500) - 1976

## CECIL OWEN GORDON

Birthdate: June 20, 1941

Weight: 180

Height: 5' 8"

Home: Mills River, N. C.

Marital Status: Wife, Janet

Children: Charlene, Douglas



Cecil Gordon is one of the most popular drivers around the Grand National garage area, and one of the most consistent performers. He runs his own operation from a shop at his home in Mills River, N. C., and when the car is at the track for a race, he is usually in the cockpit or has his head in the

engine compartment. His dedication to the sport has rewarded him with high finishes in the annual Winston Cup points battle, but he is still looking for that elusive first Winston Cup victory. In '76 he finished 15th in the point standings, and his best effort on the track gave him two sixth-place finishes.

## WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1968	9	0	0	0	22.22	\$ 255.00	761.5	\$ 2,295.00
1969	51	0	1	8	16.62	546.01	9,133.31	27,847.00
1970	44	0	2	11	19.22	625.01	6,847.48	27,505.00
1971	46	0	6	21	11.91	1,151.08	12,034.67	52,950.00
1972	31	0	4	16	14.51	1,395.80	10,420.33	43,270.00
1973	28	0	8	18	11.28	2,349.64	10,000.99	65,790.00
1974	30	0	1	10	15.70	1,502.13	8,655.94	45,064.00
1975	30	0	7	16	13.63	2,965.54	9,683.13	88,966.00
1976	30	0	0	5	18.60	2,460.97	8,756.81	73,829.00
CAREER	299	0	29	105	15.53	\$ 1,429.82	76,294.16	\$ 427,516.00

Best Finish—2nd - Dover (500)

Biggest Purse—\$9,900 - Dover (500) - 1975

## DONNIE ALLISON

Birthdate: Sept. 7, 1939

Weight: 175

Height: 5' 9"

Home: Hueytown, Ala.

Marital Status: Wife, Pat

Children: Pam, Kenny, Ronald, Donald



Happiness for Donnie Allison was Charlotte in October. After four winless seasons in Winston Cup competition, he drove to an impressive victory in the National 500, in a Chevrolet Monte Carlo built by the colorful Hoss Ellington. The victory was especially

sweet for Allison after watching most of the 1976 Winston Cup tour from the pits or on television. He was without a regular ride early in the season, and started only a few races until toward the end of the year, sharing driving responsibilities with A. J. Foyt in another Ellington car. But the new Monte Carlo and Allison's expertise in chassis set-up proved to be a good combination and the Allison-Ellington team promise much for the '77 season. Donnie is Bobby's younger brother, and like Bobby, Donnie also races outside the Winston Cup circuit in Late Model Sportsman events.

## WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1966	1	0	0	1	9.00	\$ 1,525.00	478.0	\$ 1,525.00
1967	20	0	4	7	14.60	822.00	4,537.4	16,440.00
1968	13	1	5	8	14.23	3,908.85	4,106.6	50,815.00
1969	16	1	10	11	12.00	4,828.43	5,119.22	77,255.00
1970	19	3	10	12	10.52	4,873.68	5,683.08	92,606.00
1971	13	1	7	9	12.07	5,384.23	4,334.28	69,995.00
1972	10	0	2	3	23.70	1,682.60	2,666.94	16,826.00
1973	14	0	2	5	19.50	2,231.85	3,697.32	31,246.00
1974	21	0	6	10	17.38	2,189.52	5,337.34	45,980.00
1975	14	0	3	6	19.78	2,917.50	3,970.70	40,845.00
1976	9	1	2	5	17.77	4,568.88	3,252.74	41,120.00
CAREER	150	7	51	77	15.64	\$ 3,297.68	43,183.62	\$ 494,653.00

Best Finish—1st - seven times

Biggest Purse—\$38,850 - 1st, Charlotte World (600) - 1970



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# Meet The Drivers

## D. K. ULRICH



Birthdate: April 10, 1944  
 Weight: 180  
 Height: 6'  
 Home: Woodbury, N. J.  
 Living: Charlotte, N. C.  
 Marital Status: Single

1976 was Ulrich's best year in his six of Winston Cup racing. He ran the full 30-race schedule for the first time, and recorded two top-10 finishes to win \$65,897. With continued improvement as a driver and with improving equipment, he could become a racer to reckon with in the future.

### WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1971	12	0	0	0	24.00	\$ 329.58	1,064.61	\$ 3,955.00
1972	4	0	0	0	20.50	673.75	1,040.72	2,695.00
1973	11	0	0	0	27.45	790.45	2,124.59	8,695.00
1974	15	0	0	0	20.33	797.00	3,443.88	11,955.00
1975	16	0	0	1	21.37	1,032.81	4,092.70	16,525.00
1976	30	0	0	2	17.96	2,196.57	9,931.93	65,897.00
CAREER	88	0	0	3	21.11	\$ 1,246.84	11,698.43	\$ 109,722.00

Best Finish—7th - Brooklyn (400) - 1976

Biggest Purse—\$4,545 - Brooklyn (400) - 1976

## TERRY BIVINS



Birthdate: September 13, 1943  
 Weight: 165  
 Height: 5' 9"  
 Home: Shawnee Mission, Kan.  
 Marital Status: Wife, Claudie Marie  
 Children: Scotty, Jamie

Terry Bivins is a scrappy competitor who never gives up. He started the 1976 Winston Cup season with a bang, finishing eighth in the Daytona 500. Not bad for a young driver with only two other Winston Cup starts in his career. He then finished fifth

at Richmond for his best finish of the year before his car owner withdrew from Winston Cup competition. Bivins then went back home and rounded up enough money to go racing again and came back with a flourish to finish a close second to Skip Manning for '76 Winston Cup Rookie-of-the-Year honors. He had one top-5 finish and six top-10s to finish 21st

in the point standings, and you can bet he'll become one of the bright Grand National stars when he gets his team together and starts functioning smoothly.

### WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1975	2	0	0	1	15.00	\$ 1,367.00	758.00	\$ 2,735.00
1976	18	0	1	6	15.94	2,448.33	5,870.33	44,070.00
CAREER	20	0	1	7	15.85	\$ 2,340.25	6,628.33	\$ 46,805.00

Best Finish—5th - Richmond (216.8) - 1976

Biggest Purse—\$9,665 - Daytona (500) - 1976

## DEAN DALTON



Birthdate: June 18, 1946  
 Weight: 170  
 Height: 6' 2"  
 Home: Asheville, N. C.  
 Marital Status: Wife, Shirlane

After running half the schedule in 1975, Dalton cut down to only six Winston Cup starts in '76, with his best finish an 11th at Darlington. Most garage observers agree that he has a lot of potential, but needs a competitive organization to turn the potential into results.

### WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1971	20	0	0	1	22.20	\$ 695.50	4,312.23	\$ 13,910.00
1972	29	0	0	4	18.62	931.41	9,067.76	27,011.00
1973	26	0	0	2	22.76	904.26	6,837.38	23,510.00
1974	14	0	0	0	24.42	766.78	2,038.28	10,735.00
1975	15	0	0	3	21.40	1,295.33	3,991.22	19,430.00
1976	6	0	0	0	18.16	1,207.50	1,853.20	7,245.00
CAREER	110	0	0	10	21.34	\$ 925.82	28,100.07	\$ 101,841.00

Best Finish—6th - Darlington, S. C. (500) - 1973

Biggest Purse—\$3,045 - Darlington (500) - 1976

## DAVID SISCO



Birthdate: June 26, 1937  
 Weight: 190  
 Height: 5' 10"  
 Home: Hohenwald, Tenn.  
 Living: Nashville, Tenn.  
 Marital Status: Wife, Martha

Sisco is one of the hardest-working drivers when it comes to personal effort on his own car. He is a steady driver who is well respected among his fellow Winston Cup competitors and could produce some surprises with the right breaks. He finished 17th in the final '76 point standings and won

a personal record of \$62,621.

# Meet The Drivers

## WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1971	4	0	0	0	20.25	\$ 906.25	1,019.10	\$ 3,625.00
1972	12	0	0	2	21.25	1,141.68	3,268.81	13,700.00
1973	23	0	2	6	17.82	1,146.00	7,145.42	29,358.00
1974	28	0	2	9	15.39	1,752.17	8,589.43	49,061.00
1975	28	0	2	7	17.89	1,819.12	8,454.58	50,935.00
1976	28	0	0	7	19.03	2,236.48	8,100.69	62,621.00
CAREER	123	0	6	31	17.97	\$ 1,701.63	36,578.03	\$ 209,300.00

Best Finish—3rd - Darlington - twice

Biggest Purse—\$8,620 - Darlington (500) - 1975

## DARRELL BRYANT

Birthdate: October 6, 1940

Marital Status: Wife, Judy

Home: Thomasville, N. C.

Children: Kirk, Laresa, Shannon



Bryant decided early in 1976 to go for Rookie-of-the-Year honors, but changed his mind after the season got going, and pulled back to a limited eight-race schedule. His best finish of the year was a ninth at Dover. Bryant raced Late Model Sportsman cars in 1973, '74 and '75, and served as a mechanic on Donnie Allison's Sportsman crew for a while.

## WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1976	8	0	0	1	26.25	\$ 1,471.87	2,105.44	\$ 11,775.00

Best Finish—9th - Dover (500)

Biggest Purse—\$2,565 - Charlotte (500)

## TOM GALE

Birthdate: Sept. 10, 1934

Weight: 200

Height: 6'

Home: McKeesport, Pa.

Marital Status: Wife, Jane Ann

Children: Tommy



In his most active year since entering Winston Cup competition in 1966, Gale started 12 races in '76, and his best finish was 15th place in the Carolina 500. Gale is an accomplished veteran of short-track racing, and could use that experience to good advantage if he gets the right Grand

National combination together.

## WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1968	1	0	0	0	30.00	\$ 760.00	172.00	\$ 760.00
1969	1	0	0	0	12.00	296.00	115.00	296.00
1970	5	0	0	1	23.80	627.00	658.50	3,135.00
1971	9	0	0	1	19.88	977.77	3,068.60	8,800.00
1972	6	0	0	0	24.00	1,199.50	1,958.51	7,197.00
1973	5	0	0	0	31.80	1,136.00	982.75	5,680.00
1975	5	0	0	0	29.20	1,214.00	1,104.29	6,070.00
1976	12	0	0	0	26.41	1,579.58	3,201.64	18,955.00
CAREER	44	0	0	2	25.13	\$ 1,156.65	11,261.29	\$ 50,893.00

Best Finish—9th - Daytona Beach, Fla. (125) - 1971

Biggest Purse—\$2,955 - 18th, Talladega (500) - 1976

## ELMO HARRELL LANGLEY

Birthdate: Aug. 22, 1929

Weight: 195

Height: 5' 9"

Home: Landover, Md.

Living: Charlotte, N. C.

Marital Status: Wife, Nancy

Children: Elmo Jr., Raymond, Billy, Steven



In his lightest season since 1962, Langley made only seven starts in '76, marking his best finish of the year a 10th at Richmond. But despite the light racing activity, Langley still ranks second only to Richard Petty in total Grand Na-

tional starts, with 520 to Petty's 714. He was the runner-up in the Grand National East title chase in 1972 and has two Winston Cup victories to his credit.

## WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1955	4	0	0	1	26.50	\$ 87.50	370.1	\$ 350.00
1956	1	0	0	0	19.00	140.00	464.8	140.00
1957	1	0	0	0	11.00	150.00	94.5	150.00
1958	9	0	1	3	20.66	121.11	874.5	1,090.00
1959	13	0	1	2	23.23	175.38	1,338.6	2,280.00
1960	11	0	0	0	26.35	149.09	1,194.5	1,640.00
1961	15	0	1	5	15.60	235.33	3,011.17	3,530.00
1962	6	0	0	0	26.83	299.17	1,085.9	1,795.00
1963	11	0	1	2	15.19	197.27	1,512.0	2,170.00
1964	14	0	0	5	14.86	278.93	1,657.0	3,905.00
1965	34	0	3	9	15.91	320.44	3,828.2	10,895.00
1966	47	2	12	20	14.53	416.60	6,356.7	19,580.00
1967	45	0	10	24	12.24	449.33	6,781.1	20,220.00
1968	48	0	6	28	12.63	413.02	7,786.7	19,825.00
1969	52	0	13	28	12.80	634.65	9,815.18	33,002.00
1970	47	0	1	19	14.53	718.61	9,304.79	33,775.00
1971	46	0	11	23	13.89	947.71	10,489.36	43,595.00
1972	30	0	1	9	16.66	1,132.60	9,459.04	33,978.00
1973	27	0	0	4	17.59	1,124.37	8,383.80	30,350.00
1974	23	0	0	3	20.13	911.82	5,565.82	20,972.00
1975	29	0	2	7	15.51	1,943.07	9,884.67	56,349.00
1976	7	0	0	1	15.14	1,073.57	1,368.03	7,515.00
CAREER	520	2	63	193	15.50	\$ 667.51	100,626.99	\$ 347,106.00

Best Finish—1st - two times

Biggest Purse—\$3,835 - Riverside (500) - 1975

# Meet The Drivers

## CLARENCE HENLEY GRAY, JR.



Birthdate: Jan. 12, 1933  
 Weight: 175  
 Height: 5' 11"  
 Home: Rome, Ga.  
 Marital Status: Wife, Jean  
 Children: Steve, Pam, Cheryl

After two years of light activity, Gray upped his Winston Cup schedule to 15 starts in 1976, with his best finish an 11th at Brooklyn, Mich. Gray's best year of competition came in 1966 when he finished fourth in the final Grand National point standings.

### WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1964	1	0	0	0	20.00	\$ 100.00	63.0	\$ 100.00
1965	38	0	1	7	16.45	218.95	3,224.0	8,320.00
1966	46	0	4	18	12.93	351.09	7,827.2	16,150.00
1967	43	0	0	10	16.60	343.26	5,939.8	14,760.00
1968	30	0	0	6	17.10	376.67	4,582.9	11,300.00
1969	48	0	0	5	18.50	511.08	7,331.28	24,532.00
1970	34	0	0	2	21.44	629.23	5,235.05	21,394.00
1971	39	0	0	4	21.25	677.25	7,510.36	26,413.00
1972	28	0	0	2	23.10	863.32	7,307.06	24,173.00
1973	24	0	0	4	18.58	940.41	7,615.52	22,570.00
1974	4	0	0	1	19.00	1,158.75	983.58	4,635.00
1975	8	0	0	1	23.50	1,004.37	1,951.86	8,035.00
1976	15	0	0	0	22.66	1,006.00	3,479.05	15,090.00
CAREER	358	0	5	60	18.56	\$ 554.71	63,050.66	\$ 197,472.00

Best Finish—4th - Nashville, Tenn. - 1966

Biggest Purse—\$2,165 - 17th, Daytona Beach, Fla. (500) - 1967

## BRUCE HILL



Birthdate: July 9, 1949  
 Weight: 170  
 Height: 5' 11"  
 Home: Topeka, Kans.  
 Living: Union City, Ga.  
 Marital Status: Wife, Lylah  
 Children: Jason, Trevor

After winning the 1975 Winston Cup Grand National Rookie-of-the-Year in a most convincing style, the 'sophomore jinx' descended on Kansan Bruce Hill in '76. He started 22 times last year and finished in the top-10 four times, with his best finish a seventh-place in the Virginia 500 at Martinsville. But the mustachioed, cigar-puffing driver has things humming in his suburban Atlanta race shop, and plans to charge back in 1977.

### WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1974	1	0	0	0	13.00	\$ 1,575.00	472.50	\$ 1,575.00
1975	26	0	3	11	16.53	2,236.09	7,867.85	58,138.00
1976	22	0	0	4	24.31	1,986.59	5,411.18	43,705.00
CAREER	49	0	3	15	19.95	\$ 2,110.58	13,751.53	\$ 103,418.00

Best Finish—5th - three times

Biggest Purse—\$5,525 - Talladega (500) - 1976

## JACKIE ROGERS



Birthdate: May 6, 1943  
 Weight: 170  
 Height: 6'  
 Home: Wilmington, N. C.  
 Marital Status: Wife, Mary Sue  
 Children: Susan Renee, Debbie Marie

Rogers increased his Winston Cup activity slightly in 1976, but still raced only a little more than a third of the schedule. He is a veteran Late Model Sportsman driver, and won two consecutive pole positions in Daytona's Permatex 300 before turning to Grand

National racing. He made a strong run for Winston Cup rookie honors in 1974 and would like to put together a competitive team for Grand National racing.

### WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1974	23	0	0	6	19.30	\$ 1,407.26	6,569.23	\$ 32,367.00
1975	8	0	0	1	26.37	1,375.00	1,746.25	11,000.00
1967	11	0	0	3	19.27	1,928.63	3,874.46	21,215.00
CAREER	42	0	0	10	20.64	\$ 1,537.66	12,189.94	\$ 64,582.00

Best Finish—7th - Darlington (500) - 1974

Biggest Purse—\$4,325 - Daytona (500) - 1976

## RICHARD BROOKS (DICK)



Birthdate: April 14, 1942  
 Weight: 174  
 Height: 5' 10"  
 Home: Porterville, Calif.  
 Living: Spartanburg, S. C.  
 Marital Status: Divorced  
 Children: Stacy

1976 was a landmark year for popular Dick Brooks. He made history by co-driving one of NASCAR's two entries in the 24 Hours of Le Mans race in France, and passed the \$100,000 plateau in winnings for a single season. Brooks teamed up with Dick Hutcherson

to drive a Junie Donlavey-prepared Ford in the famed French endurance race, and they were making an excellent showing

# Meet The Drivers

until their transmission failed on the backside of the course, causing them to drop out of competition. He drove the Truxmore Ford to 18 top-10 finishes in his 28 Winston Cup starts, and was in the top-five three times. His best finish of '76 was a third-place in the Aug. 8 Talladega 500.

## WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1969	28	0	3	12	17.60	\$ 983.28	6,665.47	\$ 27,532.00
1970	34	0	15	18	15.38	1,453.35	7,004.64	49,414.00
1971	19	0	9	12	12.21	1,722.15	4,775.69	32,721.00
1972	14	0	0	1	32.50	867.57	2,168.97	12,146.00
1973	14	1	3	9	12.21	3,794.21	4,952.47	53,119.00
1974	16	0	0	3	21.81	1,422.50	3,814.97	22,760.00
1975	25	0	6	15	11.48	3,072.71	8,052.43	76,817.00
1976	28	0	3	18	14.46	3,782.76	8,584.99	105,917.00
CAREER	178	1	39	88	16.73	\$ 2,137.23	46,019.63	\$ 380,426.00

Best Finish—1st - Talladega, Ala (500) - 1973

Biggest Purse—\$20,815 - 1st, Talladega, Ala. (500) - 1973

## SKIP MANNING

Birthdate: April 23, 1945

Weight: 160

Height: 6'

Home: Bogalusa, La.

Marital Status: Wife, Gloria



Manning took aim at Winston Cup Grand National Rookie-of-the-Year honors in 1975 and warmed up with five races on the circuit. Then he laid out his '76 plans, followed them pretty much to the letter and sure enough—won the title. He did most of the work on his No. 92 Stratagraph Chevrolet himself and made all

of the races except the first two in California and one he missed while recovering from injuries received in a crash in the Southern 500. He ended the season with four top-10 finishes and \$45,820 in winnings. After a short stopover in his hometown of Bogalusa, La., on the way east from Ontario he went directly back to his shop near Charlotte, N. C. and began preparing for the 1977 season. He is a hard worker and a consistent competitor and should have a bright future in NASCAR racing.

## WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1975	5	0	0	0	18.60	\$ 1,945.00	1,794.45	\$ 9,725.00
1976	27	0	0	4	18.25	2,067.40	8,300.69	55,820.00
CAREER	32	0	0	4	18.31	\$ 2,048.28	10,095.14	\$ 65,545.00

Best Finish—8th - Ontario (500) - 1976

Biggest Purse—\$4,040 - Ontario (500) - 1976

## FRANK WARREN

Birthdate: Sept. 8, 1937

Weight: 175

Height: 5' 8 1/2"

Home: Springfield, Mass.

Living: Harrisburg, N. C.

Marital Status: Wife, Suzan

Children: Frank, Jr., Troy, Judy, Nancy, Leslie Leigh



1976 was a good year for steady Frank Warren. He ran the full 30-race Winston Cup schedule and finished in the top-10 three times. He was 18th in the final Winston Cup point standings and won a career high of \$67,731.

## WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1963	2	0	0	1	11.00	\$ 130.00	186.5	\$ 260.00
1964	2	0	0	0	13.00	367.50	445.5	735.00
1965	4	0	0	1	22.00	720.00	1,088.3	2,880.00
1966	11	0	0	1	21.27	612.73	2,802.9	6,740.00
1967	12	0	0	1	24.08	765.42	2,668.3	9,185.00
1968	10	0	0	1	19.60	536.50	1,898.8	5,365.00
1969	24	0	0	0	23.41	653.20	4,150.55	15,677.00
1970	46	0	0	2	19.56	629.41	7,763.86	28,955.00
1971	47	0	1	10	20.44	719.14	8,606.06	33,800.00
1972	30	0	0	2	22.70	878.86	8,403.75	26,366.00
1973	26	0	0	0	21.42	927.19	7,184.17	24,107.00
1974	29	0	1	2	18.44	1,250.93	8,569.56	36,277.00
1975	28	0	0	0	16.85	1,586.45	9,368.47	44,420.00
1976	30	0	0	3	17.70	2,257.68	9,898.32	67,731.00
CAREER	301	0	2	24	20.17	\$ 1,004.97	73,035.04	\$ 302,498.00

Best Finish—5th - Riverside

Biggest Purse—\$8,340 - Daytona (500) - 1976

## CLIFTON BURTON MARLIN (COO COO)

Birthdate: Jan. 3, 1932

Weight: 171

Height: 5' 10"

Home: Columbia, Tenn.

Marital Status: Wife, Eula Faye

Children: Sterling



Popular Coo Coo Marlin cut his racing activity in half during 1976, running only 12 races and recording only six top-10-finishes. The Tennessee rancher-farmer usually makes the races at the big tracks, but because of business and a shoulder injury he didn't make as many races this year as

he has in the past few seasons. Coo Coo's son, Sterling, has served as his crew chief for the past couple of seasons, and ran a Winston Cup race at Nashville last year. Sterling has

## Meet The Drivers

been active in Late Model Sportsman racing, and Coo Coo may be preparing him to move into the Grand National circuit with a little more experience.

### WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1966	1	0	0	0	8.00	\$ 375.00	187.5	\$ 375.00
1967	3	0	0	0	26.66	251.66	155.00	755.00
1969	7	0	0	2	21.71	811.42	1,384.90	5,680.00
1970	13	0	0	4	19.30	1,138.38	3,810.25	14,799.00
1971	12	0	0	0	19.33	757.08	2,334.41	9,085.00
1972	20	0	2	5	20.95	1,406.20	5,382.65	28,124.00
1973	21	0	1	8	18.52	1,428.42	5,947.77	29,997.00
1974	23	0	1	5	18.08	1,543.86	5,939.32	35,509.00
1975	23	0	4	11	18.04	2,074.93	6,399.62	47,723.00
1976	12	0	0	6	15.66	3,290.41	4,309.38	39,485.00
<b>CAREER</b>	<b>135</b>	<b>0</b>	<b>8</b>	<b>41</b>	<b>19.62</b>	<b>\$ 1,566.90</b>	<b>35,850.80</b>	<b>\$ 211,532.00</b>

Best Finish—3rd - three times

Biggest Purse—\$8,165 - 4th, Daytona Beach, Fla. (500) - 1974

### BUDDY ARRINGTON



Birthdate: July 26, 1938

Weight: 190

Height: 6' 1"

Home: Martinsville, Va.

Marital Status: Wife, Patsy

Children: Joey

Arrington ran the same number of races in 1976 as he did the year before, but ended up far better off in the money department with a career high of \$56,646. Much of the effort that goes into Arrington's Winston Cup campaign comes from his young son, Joey, whom he is grooming for a possible career in Grand National racing.

### WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1964	27	0	2	9	14.60	\$ 196.85	2,494.10	\$ 5,315.00
1965	31	0	6	9	16.65	355.65	3,482.30	11,025.00
1966	25	0	0	3	23.16	361.80	3,054.10	9,045.00
1967	15	0	1	4	16.73	521.33	2,773.00	7,820.00
1969	16	0	2	6	18.56	782.81	3,550.29	12,525.00
1970	19	0	0	2	23.84	886.57	3,641.20	16,845.00
1971	1	0	0	0	14.00	650.00	247.80	650.00
1972	20	0	1	10	15.60	1,435.00	7,010.95	28,700.00
1973	26	0	1	4	19.00	1,099.42	7,889.46	28,585.00
1974	16	0	0	4	10.93	1,016.25	4,472.10	16,260.00
1975	25	0	0	3	17.56	1,425.68	8,169.47	35,642.00
1976	25	0	0	3	20.12	2,265.85	6,737.31	56,646.00
<b>CAREER</b>	<b>246</b>	<b>0</b>	<b>13</b>	<b>57</b>	<b>18.00</b>	<b>\$ 931.13</b>	<b>53,522.08</b>	<b>\$ 229,058.00</b>

Best Finish—5th - 3 times

Biggest Purse—\$6,720 - Daytona (500) - 1976

### RICHARD REED CHILDRESS

Birthdate: Sept. 21, 1945

Weight: 170

Height: 5' 9"

Home: Winston-Salem, N. C.

Marital Status: Wife, Judy

Children: Tina



It would be difficult to find a harder worker or more devoted participant in Winston Cup racing than Richard Childress. He is always putting in extra hours on his car and is a steady driver when the green flag falls. Childress is a product of the old Grand American and Grand National East divi-

sions and launched a serious Winston Cup effort in 1971. During the 1976 season, he scored 11 top-10 finishes, with his best finish a sixth at Richmond.

### WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1969	1	0	0	0	23.00	\$ 1,175.00	212.80	\$ 1,175.00
1971	12	0	0	0	24.83	321.25	1,004.75	3,855.00
1972	15	0	0	0	26.66	483.00	1,651.67	7,245.00
1973	25	0	1	2	19.76	1,134.36	7,468.61	28,359.00
1974	29	0	0	3	21.51	1,134.96	6,060.77	32,914.00
1975	30	0	2	15	12.60	2,809.32	10,924.73	84,279.00
1976	30	0	0	11	16.53	2,859.32	9,778.97	85,779.00
<b>CAREER</b>	<b>142</b>	<b>0</b>	<b>3</b>	<b>31</b>	<b>19.12</b>	<b>\$ 1,715.54</b>	<b>37,102.30</b>	<b>\$ 243,606.00</b>

Best Finish—4th - twice

Biggest Purse—\$8,990 - Daytona (500) - 1976

### WALTER H. BALLARD

Birthdate: Jan. 12, 1933

Weight: 175

Height: 5' 10"

Home: Houston, Texas

Marital Status: Wife, Katy

Children: Walter, Jr., Katy, Ann, Clint, Staney, Danny, Lise



Ballard curtailed his Winston Cup activity in 1976, racing only half the 30-event tour and putting other drivers in his car for the remainder of the season. He indicated strongly he would get away from driving entirely in '77, and planned to put Pennsylvania's

Tighe Scott in the cockpit of his Chevrolet. Ballard was the Grand National Rookie-of-the-Year in 1971, and his smooth, consistent driving has always kept him among the leaders in the point battle.

# Meet The Drivers

## WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1971	41	0	3	11	14.48	\$ 624.35	8,043.89	\$ 25,598.00
1972	31	0	0	7	17.83	1,112.22	9,747.29	34,479.00
1973	28	0	0	4	19.07	1,163.75	8,639.21	32,585.00
1974	27	0	1	6	22.30	1,334.70	6,871.31	36,037.00
1975	30	0	0	3	19.46	1,392.09	8,254.10	41,762.00
1976	15	0	0	3	19.93	1,092.00	3,762.37	16,380.00
CAREER	172	0	4	34	18.41	\$ 1,087.45	45,318.17	\$ 186,841.00

Best Finish—3rd - Houston, Tex. (150), 1971

Biggest Purse—\$5,020 - Daytona (500) 1974

## ED CHARLES NEGRE



Birthdate: July 16, 1929

Weight: 195

Height: 5' 11"

Home: Kelso, Wash.

Living: Concord, N. C.

Marital Status: Wife, Faye

Children: Norman, Toni

Steady Ed Negre recorded his best year ever in Winston Cup racing in 1976, winning \$47,560. As usual, he ran most of the races, and finished twice in the top-10. His son, Norman, is the chief mechanic in the operation, and could become the team's driver, if Ed

decides to get out of the cockpit for good. Before getting into racing, Ed was a trucker and lumberjack in his native Northwest.

## WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1956	5	0	2	4	8.00	\$ 245.00	597.4	\$ 1,225.00
1957	5	0	1	3	10.60	165.00	307.8	825.00
1961	2	0	0	1	14.50	130.00	255.5	260.00
1967	14	0	0	0	25.29	271.79	1,100.5	3,805.00
1968	24	0	0	1	21.17	211.88	1,487.1	5,085.00
1969	30	0	0	4	20.60	505.33	3,309.85	15,160.00
1970	31	0	0	1	23.00	470.32	2,707.90	14,580.00
1971	43	0	0	2	20.76	587.39	7,545.46	25,258.00
1972	26	0	0	0	23.50	761.26	6,714.48	19,793.00
1973	24	0	1	2	20.83	1,016.16	7,219.59	24,388.00
1974	26	0	0	0	21.65	947.00	6,042.22	24,622.00
1975	29	0	0	4	20.20	1,323.39	7,727.12	38,378.00
1976	28	0	0	2	22.14	1,818.50	7,220.69	50,918.00
CAREER	287	0	4	24	21.21	\$ 781.52	52,235.61	\$ 224,297.00

Best Finish—5th - Nashville (250) - 1973

Biggest Purse—\$5,310 - Daytona (500) - 1976

## JAMES HARVEY HYLTON

Birthdate: Aug. 26, 1935

Weight: 165

Height: 5' 9"

Home: Inman, S. C.

Marital Status: Wife, Evelyn

Children: James, Jr.



Since winning the Rookie-of-the-Year title in 1966 and finishing second in the Winston Cup points battle the same year, Hylton has been one of the most consistent of the Grand National competitors. He has two victories on his career record, at Richmond in 1970 and the Talladega 500 in 1972. Last year he finished 13th in the final point standings, with two top-5 finishes, and five top-10s.

## WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1964	3	0	0	0	16.33	\$ 116.67	724	\$ 350.00
1966	41	0	20	32	8.56	721.34	8,493.4	29,575.00
1967	46	0	26	39	8.33	847.93	8,534.3	39,005.00
1968	41	0	15	28	11.20	679.63	7,284.9	27,865.00
1969	52	0	27	39	9.30	1,076.57	10,768.04	55,992.00
1970	47	1	22	39	8.10	1,270.31	11,229.76	59,705.00
1971	46	0	14	37	8.26	1,573.04	12,720.84	72,360.00
1972	31	1	9	23	9.45	2,982.41	11,475.27	92,455.00
1973	28	0	1	11	13.21	1,786.78	10,056.82	50,030.00
1974	29	0	1	8	17.65	1,478.72	7,545.84	42,883.00
1975	30	0	2	16	11.70	3,371.39	11,031.50	101,141.00
1976	30	0	2	5	13.93	2,601.82	9,338.72	78,054.00
CAREER	424	2	139	277	10.45	\$ 1,531.64	108,551.79	\$ 649,415.00

Best Finish—1st - two times

Biggest Purse—\$24,856 - 1st, Talladega, Ala. (500) - 1972

## DICK MAY

Birthdate: Nov. 7, 1930

Weight: 185

Height: 5' 9"

Home: Watertown, N. Y.

Marital Status: Wife, Joyce



Dick May continued upping his activity in Winston Cup racing during 1976, doubling the number of starts of a year earlier. He took the green flag 19 times last year, finishing 14th at Brooklyn, Mich. once for his best finish. 1976 was his best paying year on the circuit, with \$29,425.

# Meet The Drivers

## WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1970	15	0	0	0	22.73	\$ 300.66	650.97	\$ 4,510.00
1971	22	0	0	1	24.59	419.31	2,523.93	9,225.00
1972	6	0	0	1	22.50	857.50	1,792.87	5,145.00
1973	4	0	0	0	26.25	901.25	566.03	3,605.00
1974	2	0	0	0	16.00	1,405.00	923.96	2,810.00
1975	8	0	0	1	20.00	1,221.25	2,335.62	9,770.00
1976	19	0	0	0	22.68	1,548.68	5,484.49	29,425.00
CAREER	76	0	0	3	22.96	\$ 848.55	14,277.87	\$ 64,490.00

Best Finish—6th - Asheville, N. C. (100) - 1971

Biggest Purse—\$3,720 - Darlington - 1975

## TIGHE SCOTT

Birthdate: June 2, 1949

Weight: 165

Height: 5' 11"

Home: Pen Argyl, Pa.

Marital Status: Wife, Daria

Children: Shane, Jarrett



Tighe Scott (pronounced 'tie') decided in 1976 he had had enough dirt short track experience, and would like to go Winston Cup racing. He entered six races—all at the bigger tracks—and got the experience he wanted. His best finish was a sixth at Talladega in August. He is a sea-

soned racer, and will be driving Walter Ballard's cars in '77, so he could surprise some of the old veterans. When he isn't devoting full time to racing, Tighe oversees production at his family's clothing manufacturing business, Scotty's Fashions.

## WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1976	6	0	0	1	23.16	\$ 2,586.66	1,702.80	\$ 15,520.00

Best Finish—6th - Talladega (500)

Biggest Purse—\$5,955 - Talladega (500)



## SAM SOMMERS

Birthdate: September 7, 1939

Home: Savannah

Marital Status: Wife, Betty



Sam Sommers is a veteran of Late Model Sportsman racing with several state and track championships to his credit. He teamed up with M. C. Anderson, of Savannah, Ga., in 1974 and Anderson has sponsored Sommer's Sportsman efforts since then. They decided to mount a Grand National effort of five races in '76 and go for the rookie title in 1977. Sommers surprised everyone by quali-

fying near the front in a couple of races, and finished ninth in the Dixie 500 at Atlanta. Whoever else decides to run for rookie in '77 will have a hard time trying to displace this hot-driving Georgian.

## WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1976	5	0	0	1	27.00	\$ 1,756.00	1,533.72	\$ 8,780.00

Best Finish—9th - Atlanta (500)

Biggest Purse—\$3,440 - Atlanta (500)

## GRANT ADCOX

Birthdate: Jan. 2, 1950

Height: 5' 9"

Weight: 170

Home: Chattanooga, Tenn.

Marital Status: Wife, Hilda



Moving out of the mountains of East Tennessee for selected events like he did in 1975, Adcox continued sharpening his Winston Cup skills in '76. He again raced in 11 events, but marked two top-10 finishes and upped his winnings from the year before. His best finishes for the year were a pair of sevenths, in the Carolina 500 and

the Rebel 500.

## WINSTON CUP GRAND NATIONAL

	Races	Wins	Top 5	Top 10	Avg. Fin.	Avg. Purse	Total Miles	Total Money Won
1974	4	0	0	0	24.75	\$ 1,483.75	1,228.97	\$ 5,935.00
1975	11	0	0	1	23.54	1,503.63	2,798.38	16,540.00
1976	11	0	0	2	14.90	2,337.72	4,916.25	25,715.00
CAREER	26	0	0	3	20.07	\$ 1,853.46	8,943.60	\$ 48,190.00

Best Finish—7th - 3 times

Biggest Purse—\$4,625 - Talladega (500)

## Dies of Heart Attack

# BOBBY ISAAC

By LYDIA HINSHAW  
News-Journal Sports Writer

Bobby Isaac, a veteran stock car driver who experienced several of his finest hours at the Daytona International Speedway, died early Sunday morning after suffering apparent heat exhaustion during a sportsman race in Hickory, N. C.

A spokesman for Catawba Memorial Hospital in Hickory said Isaac, 43, of Catawba, N. C., was pronounced dead at 12:45 a. m. Dr. George Tolhurst, who treated Isaac at the hospital, said the driver died of a heart attack, apparently due to heat exhaustion.

Isaac had been running fourth in a 200 mile late model sportsman race at Hickory Speedway Saturday night, when he pulled into the pits with 40 laps to go. Ned Jarrett, a former race driver and friend of Isaac, said Isaac collapsed when he got out of his car.

Jarrett said Isaac was revived and talked to friends at the hospital before suffering a relapse.

Isaac's career began in 1955 at the Hickory track where he drove his last race. He began competing on the NASCAR Grand National Circuit in 1961, and had driven in 308 GN races through the end of 1976.

Probably his biggest victory came here in 1971 when he won the Firecracker 400 with a four second victory over Richard Petty. The hood of Isaac's car came loose during the final laps of that race and flapped in the breeze all the way to the checkered flag. Forced to drive more and more slowly due to his hood handicap, Isaac held on to beat Petty, who had been 10 seconds behind when the leader's car began to come unhinged.

His victory in the 1971 'Cracker finally changed his reputation as an "almost" winner. He won another 500 miler in 1972 when he took the Carolina 500 at the North Carolina Motor Speedway in Rockingham.

Isaac never won the Daytona 500, but he won qualifying races for the event on four occasions, 1964, 1969, 1972 and 1974. He finished second to Petty in the 1973 500 and second to A. J. Foyt in the 1964 Firecracker.

In 1970, he won the NASCAR point championship, finishing with 3,911 points. He finished second to David Pearson in the 1968 points race and wound up sixth in 1969.

In 1970, he set a world closed course speed record of 201.104 at the Alabama International Motor Speedway in Talladega.

Isaac "retired" briefly in 1973 when he said a "voice" told him to quit racing. But he returned to race 11 times in 1974, including his win in the Daytona 500 qualifying race. He finished eighth in the 500 that year and later, sixth in the Firecracker.

However, he took to the tracks only six times in 1975 and

twice in 1976 and did not race at Daytona in either of those years or in 1977.

Isaac is survived by his wife of only three weeks, Linda Isaac, and three children from previous marriages, Randy, Robin and Rhonda.

Funeral services were held Tuesday at 4 p. m. at Mount Pleasant Baptist Church, Sherrill's Ford, N. C.

## DRIVERS PAY TRIBUTE

### *Bobby was doing what he liked...*

Stock car drivers who raced alongside Bobby Isaac during his heyday on the NASCAR Grand National circuit paid tribute Monday to the veteran driver, who died early Sunday of a heart attack.

"I reckon I'm about the closest friend he had," said Grand National star David Pearson, a career long friend of the 43 year old driver from the town of Catawba, N. C.

"He didn't make friends easily in racing, but that was just Bobby's way. Race drivers try not to get too close, but sometimes you do. Bobby was doing what he liked. That's the way to go," Pearson said.

The sudden death of the veteran of 23 years on the tracks shocked the racing fraternity. Harry Hyde, who managed the K&K Insurance Dodge team for which Isaac drove from 1967 until 1972, expressed "total shock. I can't say anything but something good about Bobby. He might have lacked a little vision back when we separated, but Bobby made quick decisions and stuck to them."

Ned Jarrett of Conover, a former Grand National champion, said: "We started our racing careers together at Hickory Speedway. He was a whale of a competitor, a tremendous and dedicated athlete who always kept himself in good shape."

After joining the NASCAR Grand National circuit on a regular basis in 1963, Isaac won 37 races and earned \$585,897 to put him 11th among all time race winners and ninth in earnings. With the Hyde team he won a career high 17 races in 1969 and followed that with 11 wins in 1970. His final Grand National victory came in the Carolina 500 at Rockingham in 1972.

Isaac surprised the racing world in August 1973, by suddenly announcing his retirement from superspeedways. Running in the top 10 in the Talladega 500 at Alabama Speedway, Isaac pulled his Ford into the pits during the race and asked for a relief driver.

"Something told me to get out of that race car that minute and never get back in one on a superspeedway," he said at the time.

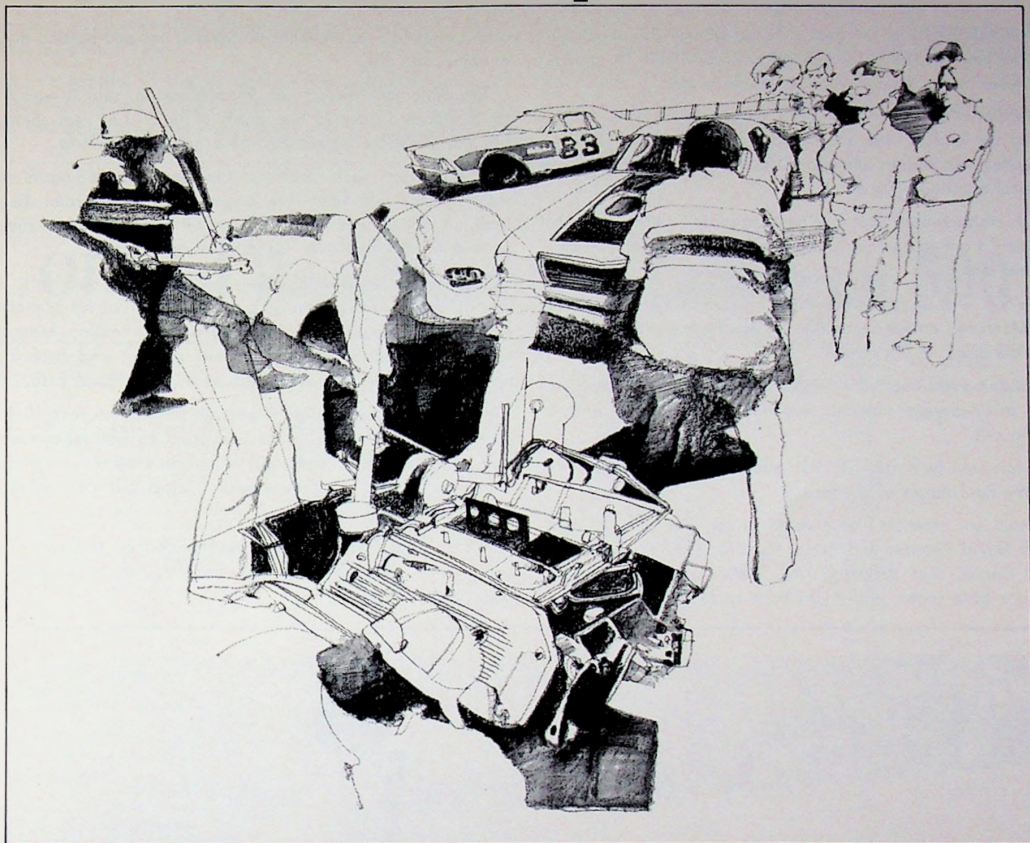
He ran only 19 Grand National races during the past four seasons, none this year.



# Bobby Isaac Dies Of Heart Attack

SUNDAY, AUGUST 14, 1977—See Story on Preceding Page

# The Eastern Air-Express Promise:



## When drivers on the NASCAR circuit need parts, Eastern Air-Express guarantees to get them there. Today.

We guarantee your shipment will be on the flight you select.

We even guarantee to get it on connecting Eastern flights.

Just call Eastern Air Freight to make a reservation on any Eastern flight in the continental U.S., Canada or Puerto Rico (for connecting flights, guarantee is based on

connecting time of at least 3 hours). Then get your shipment to Eastern's Air Freight terminal 90 minutes before take-off.

Cost: 30% over regular air-freight rates—rebated if your shipment doesn't go on the flight you specify.

And when you need it, Eastern has a 24 hour, seven-days-a-week pickup and delivery service.



**EASTERN AIR-EXPRESS**

# Allison Sick, Waltrip Tops Talladega in Don's Chevy

TALLADEGA, Ala.—A heat-sickened Donnie Allison couldn't raise his head to watch his own car cross the finish line Sunday with relief driver Darrell Waltrip at the wheel.

Waltrip, whose own Chevrolet blew an engine while running among the leaders after the halfway point, took over Allison's Chevrolet with 23 laps left in the 188-lap Talladega 500 Grand National Stock Car Race.

"I'm disappointed that my own car didn't finish, but what the heck? I got to play winner anyway. I got into Donnie's car," Waltrip said.

Waltrip took an uncontested victory over Cale Yarborough. Skip Manning's engine failed him six laps from what would have been the upset of the season.

"I didn't even watch the finish," Allison said. "My head was down in an oxygen mask. It was the closest I ever came to passing out."

Allison said he'd felt hot but good in the 96-degree heat until the final stages of the race.

"I told my crew to find a relief driver," he said. "I mentioned David Pearson and Benny Parsons. I didn't even think about Darrell. Just before Darrell finally took over I started feeling a little better and might have gone all the way, but I

didn't want to take a chance on passing out and hurting myself or somebody else."

The owner of Allison's car, Hoss Ellington, said it would be up to Allison to decide how much of his 50 per cent share of the \$26,375 winner's prize he would split with Waltrip.

Manning, last year's rookie of the year, was leading Waltrip with six laps left when the engine in his Chevrolet began belching smoke from a loose hose on the oil cooler, ruining his bid for his first ever Grand National victory.

Yarborough, whose Chevrolet had only high gear left, was well off the pace when the caution flag came out for Manning's oil spraying problem. The race finished under caution. Manning, who got the black flag, stayed out anyway and took third place. Ricky Rudd finished fourth, with Lennie Pond fifth.

Allison, who said he felt ill enough before the race that he didn't even want to start the car, tried to get relief several times before Waltrip finally got in, but his crew was waiting for a caution period, so they wouldn't drop out of contention during the change.

Waltrip and David Pearson were paged on the public address system to report to Allison's car. Waltrip, on a dead run, made it there first.



Another of the beauties on hand at the Volunteer 400 will be Patty Huffman, Miss Winston Cup. Patty will be presenting the winner's trophy in victory lane after the race.

Waltrip and Allison teamed to average 162.525 miles per hour.

Waltrip was the first relief driver to win a Grand National race since 1973 when John Utsman took Benny Parsons' car to victory at Bristol, Tenn.

Only a handful of the 40 starters were still running at the finish. Pole position winner Parsons, who lost an engine after 95 laps, had dominated the early stages of the race, leading the

pack around at speeds faster than his 192.684 m.p.h. qualifying speed.

Waltrip was gone 13 laps later. Others among the early contenders to fall by the wayside were David Pearson, Sam Sommers, Richard Childress, Johnny Rutherford, Janet Guthrie and Bruce Hill.

Richard Petty lost a valve after 114 laps, but pattered around to finish ninth unofficially.

# Official Results of the Talladega 500

Fin Pos	Srt Pos	Car No.	Driver	Team	Laps	W.C. Points	Bonus Points	Total \$ Won	Reason Out of Race
1	2	1	Donnie Allison	Hawaiian Tropic Chevrolet	188	185*	10	\$21,550	Running
2	4	11	Cale Yarborough	Holly Farms Chevrolet	188	175*	5	16,836	"
3	6	92	Skip Manning	1st Nat. City Trav.Cks. Chev.	188	170*	5	11,886	"
4	13	22	Ricky Rudd #	Kockums Chevrolet	186	160		7,036	"
5	25	54	Lennie Pond	U. S. Army Chevrolet	186	155		7,786	"
6	23	15	Buddy Baker	Norris Ford	186	155*	5	8,681	"
7	18	12	Bobby Allison	1st Nat. City Trav. Cks. Matador	185	146		5,350	"
8	22	70	J. D. McDuffie	Bailey Excavating Chevrolet	183	142		5,390	"
9	17	48	James Hylton	WSM-TV Chevrolet	182	138		4,930	"
10	14	79	Frank Warren	Native Tan Dodge	181	134		4,710	"
11	11	43	Richard Petty	STP Dodge	180	135*	5	6,120	"
12	19	67	Buddy Arrington	Mistec Transmissions Dodge	177	127		4,250	"
13	35	91	Harold Miller #	T & E Clothes Chevrolet	175	124		2,620	"
14	34	64	Tom Gale	Sunny King Ford & Honda Ford	171	121		3,790	"
15	31	41	Grant Adcox	Krystal Chevrolet	151	118		2,415	Electrical short
16	29	24	Cecil Gordon	Gordon Chevrolet	150	115		3,375	Running
17	26	25	Dick May	Ashville Savings Bank Chevrolet	148	112		3,165	Engine failure
18	24	40	D. K. Ulrich	Ulrich Chevrolet	144	109		2,880	Running
19	40	07	Steve Moore	Norris Price Chevrolet	139	PE		2,165	Brn. crank pulley
20	5	3	Richard Childress	Kansas Jack Chevrolet	118	108*	5	2,795	Engine failure
21	12	51	Johnny Rutherford	Gilmore Chevrolet	114	FIA		1,865	Driver fatigue
22	7	88	Darrell Waltrip	Gatorade Chevrolet	106	102*	5	5,515	Engine failure
23	20	9	Bill Elliott	Dahlongega Sales Mercury	103	94		1,765	Wheel cylinder
24	1	72	Benny Parsons	1st Nat. City Trav.Cks. Chev.	92	96*	5	8,515	Engine failure
25	16	5	Neil Bonnett	Jim Stacy Dodge	91	88		1,665	Engine failure
26	3	27	Sam Sommers #	M. C. Anderson Chevrolet	90	90*	5	3,015	Cracked cyl. head
27	15	30	Tighe Scott	Scotty's Fashions Chevrolet	89	82		2,185	Broken valve
28	38	16	David Sisco	Sisco Chevrolet	82	79		2,115	Burned piston
29	27	75	Butch Hartman	Hartman Chevrolet	69	76		1,465	Cracked cyl. head
30	39	23	Jim Raptis #	Opal's Truck Stop Chevrolet	67	PE		1,070	Brn. rocker arm stud
31	30	49	G. C. Spencer	Lady & Son Auction Dodge	58	70		1,265	Transmission
32	37	61	Joe Mihalic	Perfect Alignment Chevrolet	43	67		1,240	Engine failure
33	33	05	Peter Knab	Bearfinder Chevrolet	41	64		1,215	Burned piston
34	9	68	Janet Guthrie #	Kelly Girl Chevrolet	39	61		1,190	Engine failure
35	8	47	Bruce Hill	t. edwards Chevrolet	38	58		1,165	Water pump
36	36	98	Jimmy Means	Osterlund Chevrolet	38	55		875	Engine failure
37	21	21	David Pearson	Purolator Mercury	37	52		1,915	Overheating
38	28	42	Marty Robbins	Robbins Dodge	36	49		1,090	Transmission
39	32	90	Richard Brooks	Truxmore Ford	34	46		1,565	Blown head gasket
40	10	14	Coo Coo Marlin	Cunningham-Kelley Chevrolet	1	43		965	Drive shaft

TIME OF RACE: 3 hours, 4 minutes, 37 seconds

AVERAGE SPEED: 162.524 MPH

FASTEST QUALIFIER: Benny Parsons, 1st Nat. City Trav. Cks. Chevrolet, 192.684 MPH (49.698 seconds)

CAUTION FLAGS: 5 for 27 laps

LAP LEADERS: Benny Parsons 1, Sam Sommers 2-5, Donnie Allison 6, Cale Yarborough 7, Parsons 8-35, Petty 36, Richard Childress 37-39, Parsons 40-46, D. Allison 47, Darrell Waltrip 48, D. Allison 49-52, Waltrip 53-54, Parsons 55-58, Waltrip 59, Parsons 60-68, D. Allison 69-70, Parsons 71-72, Yarborough 73, D. Allison 74-83, Waltrip 84-85, D. Allison 86-89, Waltrip 90-92, D. Allison 93-107, Buddy Baker 108, D. Allison 109-111, Baker 112, D. Allison 113-117, Baker 118, D. Allison 119-124, Baker 125, D. Allison 126-128, Baker 129, D. Allison 130-132, Baker 133-134, D. Allison 135-138, Baker 139, Skip Manning 140, D. Allison 141-150, Baker 151-152, D. Allison 153-156, Baker 157-159, D. Allison 160-164, Manning 165-172, D. Allison 173-175, Manning 176-177, D. Allison 178-179, Manning 180, D. Allison 181, Manning 182, D. Allison 183-188.

# Parsons Edges Petty on Turns for Pocono Win

MT. POCONO, Pa.—Benny Parsons displayed a shade more speed on the turns Sunday to ward off a determined bid by Richard Petty and win the \$128,000 Coca-Cola 500-mile race by less than a half-second at Pocono Raceway for his first NASCAR super speedway victory of the year.

Parsons, moaning about his tough luck at Nashville two weeks ago when he lost a wheel and then backed into the wall with 30 laps to go, took the lead in his Chevrolet from Petty on the 169th lap and maintained an eight-car margin until the last lap, when Petty made his final move, but fell .45 seconds behind Parsons.

There were 44 lead changes in the stock car race with Parsons, Petty and pole-sitter Darrell Waltrip taking turns at command for most of the four-hour race. Waltrip finished third in the 200-lap event, Bobby Allison was fourth and Dick Brooks was fifth in the 35-car field. Janet Guthrie, who resigned her USAC license last week in favor of steady NASCAR competition, finished 16th.

Parsons won his battle with Petty in the pits, making four fewer stops, Petty, NASCAR's leading career money-winner over \$3 million, pitted 10 different times and the elapsed time of about 30 seconds for those additional detours cost him the race, which he won in 1974 and 1976.

The race was tightly waged for the first 122 laps. On the 123rd, mild disaster hit the pack with the leading six cars running Indian-file inches apart. Waltrip held the lead at that point, followed by Petty, Buddy Baker, Parsons, Allison and Cale Yarborough.

Allison and Yarborough locked fenders and Baker hit the wall as the file emerged from the first turn. Baker's car was so severely damaged that he was forced to withdraw. Yarborough, the NASCAR point-leader going into this race, was never in contention again.

"We've been moving up a step at a time here and I knew we could come home a winner this year," said Parsons, who was fifth in this event three years ago, fourth in 1975 and finished third last year.

"I knew my luck had to change after what happened to me in Nashville. Just think what kind of year we would be having with a little more racing luck like today."

Parsons set the early pace until David Pearson drafted successfully and took over on the 21st lap, holding the lead until lap No. 35, when Petty moved in front. Waltrip, Parsons and Petty then swapped the lead in rapid succession.

By the 136th lap, it was Waltrip and Parsons taking turns at leading the pack. On the 164th lap, Allison took over as the leaders pitted, and he was in front for four laps before Petty reassumed the lead.

Parsons made the 44th and final lead change on the 169th lap and there was no stopping the Chevy team from Ellerbe, N. C., as Parsons captured the third super speedway event of his 252-race career.

Parsons is sixth on the all-time NASCAR money-winning list with earnings of \$940,000.

## Official Results "Coca-Cola 500"

Fin Pos	Srt Pos	Car No.	Driver	Team	Laps	W.C. Points	Bonus Points	Total \$ Won	Reason Out of Race
1	4	72	Benny Parsons	1st Nat. City Trav.Cks. Chev.	200	185*	10	\$13,700	Running
2	5	43	Richard Petty	STP Dodge	200	175*	5	10,400	"
3	1	88	Darrell Waltrip	Gatorade Chevrolet	200	170*	5	8,600	"
4	2	12	Bobby Allison	1st Nat. City Trav.Cks. Matador	200	165*	5	5,750	"
5	9	90	Richard Brooks	Truxmore Ford	198	155		5,000	Out of gas
6	6	11	Cale Yarborough	Holly Farms Chevrolet	198	155*	5	7,400	Running
7	12	22	Ricky Rudd #	Rudd Auto Parts Chevrolet	198	146		2,800	"
8	11	92	Skip Manning	1st Nat. City Trav.Cks. Chev.	197	142		3,730	"
9	21	75	Butch Hartman	Hartman Chevrolet	197	138		1,900	"
10	15	48	James Hylton	Hylton Chevrolet	194	134		3,320	"
11	10	68	Janet Guthrie #	Kelly Girl Chevrolet	194	130		1,600	"
12	18	84	Kenny Brighthead	Makar Mercury	194	127		1,500	"
13	25	30	Tighe Scott	Scotty's Fashions Chevrolet	192	124		2,860	"
14	23	70	J. D. McDuffie	McDuffie Chevrolet	192	121		2,640	"
15	20	67	Buddy Arrington	Arrington Dodge	191	118		2,430	"
16	24	8	Ed Negre	Negre Dodge	191	115		2,220	"
17	14	3	Richard Childress	Kansas Jack Chevrolet	189	112		1,990	"
18	34	61	Joe Mihalic	Mihalic Chevrolet	189	109		955	"
19	17	79	Frank Warren	Native Tan Dodge	187	106		1,780	"
20	22	52	Jimmy Means	Means Chevrolet	187	103		1,045	"
21	13	24	Cecil Gordon	Gordon Chevrolet	184	100		1,510	"
22	28	45	Baxter Price #	Price Chevrolet	184	97		855	"
23	32	34	Nestor Peles	Peles Chevrolet	176	PE		830	"
24	19	57	Dick May	McClure Motor Ford	160	91		805	Ignition
25	26	64	Tom Gale	Sunny King Ford & Honda Ford	160	88		1,400	Running
26	31	63	C. "Jocko" Maggiasco	Jockos Matador	150	85		755	Steering
27	7	15	Buddy Baker	Norris Ford	123	82		3,930	Accident
28	3	21	David Pearson	Purolator Mercury	111	84*	5	1,205	L.F. ball joint
29	33	35	Greg Heller	Heller Triangle Spring Ford	110	76		680	Clutch
30	35	4	Gary Myers	Hicks Pharmacy Chevrolet	105	73		655	Engine failure
31	29	98	Roland Wlodyka	Wlodyka Chevrolet	97	PE		630	Accident
32	8	27	Sara Sommers #	Anderson Chevrolet	50	67		605	Burned piston
33	30	25	Ronnie Thomas	Robertson Chevrolet	46	64		1,180	Accident
34	16	40	D. K. Ulrich	Ulrich Chevrolet	32	61		1,050	Engine failure
35	27	01	Earl Canavan	Canavan Dodge	13	58		740	Burned piston

TIME OF RACE: 3 hours, 53 minutes, 41 seconds

AVERAGE SPEED: 128.379 MPH - (New Track Record)

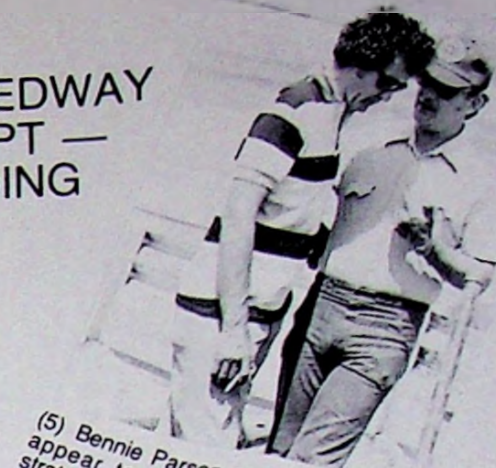
FASTEST QUALIFIER: Darrell Waltrip, Gatorade Chevrolet, 147.591 MPH (60.979 seconds)

CAUTION FLAGS: 4 for 22 laps

## BRISTOL SPEEDWAY SAME SCRIPT — SAME ENDING



(1) NASCAR drivers prepare to put on their SHOW before another overflow crowd at the Bristol International Speedway.



(5) Bennie Parson and Richard Petty appear to be discussing pre-race strategy on how to defeat Cale Yarborough.



(2) U. S. Senator James Sasser addresses the over-flow crowd along with Tenn. State Senator Carl Moore at BIS.



(6) Dick Brooks #90 passes Darel Waltrip #88 and Neil Bonnett #71 to finish 2nd, his best finish ever at BIS.



(3) Janet Guthrie reflecting about the high banks at the Bristol International Speedway.



(7) Take a little gas, one Junior Johnson, Herb Nabb, outstanding pit crew and Cale Yarborough is off to his third straight victory at BIS.



(4) Junior Johnson and Herb Nabb put on finishing touches to Cale Yarborough's car #11.



(8) Mrs. Shirley Carrier, Cale Yarborough, and BIS President Larry Carrier are together again in the Winner's Circle for the third straight time.

# NASCAR'S "INCREDIBLE" MILE



## DOVER DOWNS

In NASCAR circles, Dover Downs International Speedway is often referred to as "The Incredible Mile". The label was picked up shortly after this newest of NASCAR superspeedways opened in 1969 and the Winston Cup pilots realized that for the first time, they have a one-mile racetrack that's not only fast, but also wide enough to pass at any point on the speedway surface.

The "Incredible" image was further enhanced following the 1971 Mason-Dixon "500", the first 500-mile race at Dover Downs, for it was during this race that history was made. Despite the fact that 40 race cars were doing battle for more than 4 hours, not a single accident occurred, nor was the yellow caution flag ever waved during the course of that event. This was the first time in NASCAR history that a 500-mile race was ever conducted without a caution period and the feat has never been duplicated since.

But despite all the inherent safety considerations that were designed into the facility, the racetrack at Dover Downs is also known as one of the most brutal and physically demanding tracks in NASCAR. It's not uncommon to see race weary drivers being pulled from their cockpits during mid-race pit stops in order to allow a relief driver to take over the driving chores.

Six-time Winston Cup Champion, Richard Petty probably best sums up the speedway at Dover Downs. "Dover's incredible

for a number of reasons," said Petty, who's STP machines have 5 Grand National wins at Dover Downs—more than any other driver. "The heat and humidity are tremendous elements to contend with during a race there.

"The temperature inside the cockpit already gets up to 130° or 140° without even considering outside weather conditions. Additionally all the drivers wear flame retardant driving suits and heavy gloves and this just adds to our problems.

"Still further," continues Richard, "Dover's frontstretch and backstretch are short and the turns are long. A driver's only opportunity to rest during a race comes when he's on the straightaway. That's when he can flex his hands, arms, back and legs. At Dover you get up to 170 mph on the straights and you're through them before you realize it and suddenly you're thrown into those long, 24° turns which jar your body to the outside and wrench your neck like you wouldn't believe.

An additional plus for Dover is its proximity to some of the best hunting and fishing areas in the country; but probably best remembered by the race fan is the clean, colonial atmosphere of the town and the friendly faces of the people who live here.

This special relationship between Dover Downs and the City of Dover has consistently generated record attendance figures race after race. Almost 35,000 race fans were on hand for this year's Mason-Dixon "500" and this number is likely to be topped when the 7th annual edition of the Delaware "500" is conducted on September 18th.

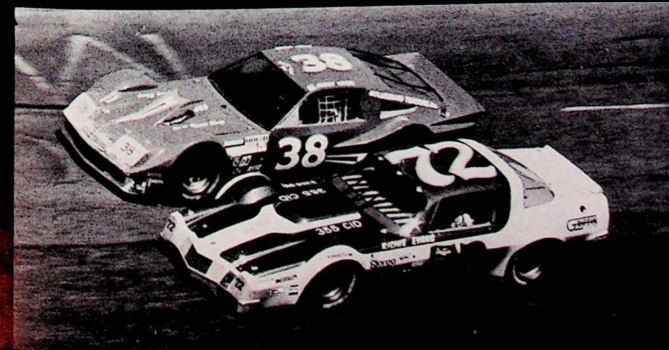
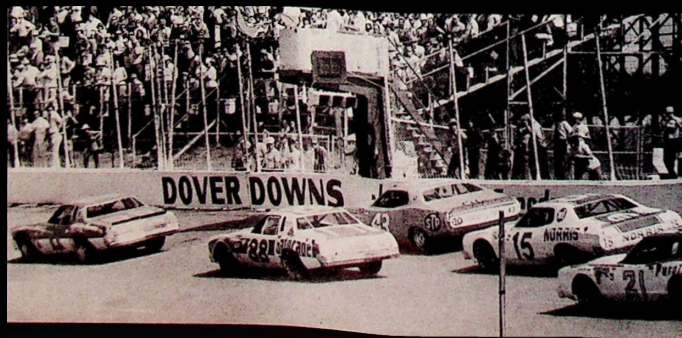
Fans located in the air-conditioned grandstand for the recent Mason-Dixon race received a special added attraction as closed-circuit color TV monitors brought all the action of the pits into view for the first time ever. The response in the air-conditioned section was tremendous as Junior Johnson, with no more than his bare hands, ripped the dangling rear bumper off Cale Yarborough's Holly Farms Chevrolet following an early bumping incident between Cale and Darrell Waltrip. Without the color TV monitors located throughout the air-conditioned grandstand, this moment of drama would have been lost.

And so, Dover, Delaware twice each year is cast into national prominence as sports fans from coast to coast listen to the live Motor Racing Network broadcast of the races at Dover Downs and read about the results of each race which are transmitted nationally by the major wire services and appear in morning papers from Canada to Florida and from Dover to Los Angeles.

Looking to the future, more races are in store. Already this year, a 3rd race has been scheduled at Dover Downs. This will be called the Atlantic Coast "300" and is set for Sunday, July 17th. It will be a NASCAR National Championship event for superspeedway modified cars. Smaller, but more brawny than their Grand National cousins, these powerful machines will exceed the speeds registered during the Mason-Dixon "500" and will attract a crowd that is more northern oriented than the Grand National fans.

What this means for Dover is that another opportunity will soon be at hand to show an entirely different group of race fans what it's like to watch a race at "The Incredible Mile".

NASCAR's Grand National drivers rank Dover Downs as one of the most demanding speedways on the Winston Cup circuit.



NASCAR's Modified drivers will take to the high banks of Dover Downs in the July 17th running of the Atlantic Coast "300".



Something look fishy? That's what it is. A fish-eye camera shot of a Buddy Baker pit stop at Talladega. (Photo by Dozier Mobley.)

ALABAMA INTERNATIONAL MOTOR SPEEDWAY  
TALLADEGA, ALABAMA 35160

## Talladega Track Lives Up To Reputation

When big Bill France built Alabama International Motor Speedway nearly nine years ago, the man who made stock car racing a major league sport envisioned the world's biggest, fastest, most competitive race track in the world.

Skeptics might have considered him a little on the optimistic side back then. Those same skeptics now refer to him as a prophet.

Talladega is now recognized throughout the world as the biggest, fastest, and most competitive race track anywhere.

Consider the fact that the world's fastest 500-mile race, bar none, was run on the 2.6-mile, high-banked track that is now known as the undisputed king of the modern-day super speedways. Buddy Baker of Charlotte, N. C., drove his

Norris Industries Ford to victory in the 1976 Winston 500 at an average speed of 169.887 miles an hour, a world record for any kind of racing machine.

Consider also that the world record for lead changes, recorded only at the start-finish line, was established at Talladega in the 1973 Talladega 500 when 15 different drivers swapped the front spot an amazing 64 times during the

course of the 500-mile event that 200 mile an hour lap speeds are the rule rather than the exception.

Racing records are as commonplace as southern hospitality at this scenic, sprawling, Alabama showcase of speed that is located just off I-20 at Talladega between Anniston and Birmingham.

Through July 15, 1977, Talladega holds the world speed record for closed courses, an amazing 221.160 miles an hour set by the late Mark Donohue in a Porsche 917-30; the track also holds the world record for stock car qualifying—201,104 miles an hour established by Bobby Isaac in a Dodge and the world record for stock cars by women drivers, established during Winston 500 qualifying runs earlier this year by Janet Guthrie in a Chevrolet at 186.387 miles an hour; Talladega was also the site of world record speed runs for tractor-trailer trucks and motor homes but racing fans will quickly tell you that it is the track's unbelievable, ultra-competitive races that draws them to the beautiful speedway in droves.

Stock cars race at Talladega from the start of the 500-mile chase to the finish.

"It's the only track on the Winston Cup Grand National circuit where a driver has to learn to hold his breath for

three hours," says sophomore sensation Neil Bonnett, an Alabama native who took to Talladega like a duck takes to water.

"You're always racing somebody at Talladega, from the first lap to the last, but that's the way it ought to be. That's the name of the game, to be up front of the other folks. You don't ever even think about catching your breath during a Talladega race. You're having too much fun to think about it.

"Besides, a 500-mile race at Talladega seems like a 40-lap feature on a short track. It's over before you know it."

That's another reason fans flock to the mammoth facility. They leave each of the Winston 500 and Talladega 500 events on the eight-lane speedway boulevard connector to the I-20 making plans to return for the next one.

Convenience has a way of reserving a soft spot in the hearts of race fans and getting in and out of the world's fastest track at Talladega is considered at the top of the list among time-conscious record keepers. Parking is so plentiful and campsites so numerous, it's hard to tell you're in a crowd. Talladega is also the only speedway with municipal jetport adjacent to the track complex.

It is truly the ultimate in every aspect of the fantastic sport of auto racing. There are 55,000 reserved seats and another 14,000 unreserved grandstand seats. Construction has also begun on a new Birmingham Tower grandstand along the homestretch trioval, which prompted Talladega general manager Don Naman to quip, "Fans sitting in the main grandstand can already see all the way to Anniston. The new Birmingham Tower will be up so high, they'll be able to see Atlanta."

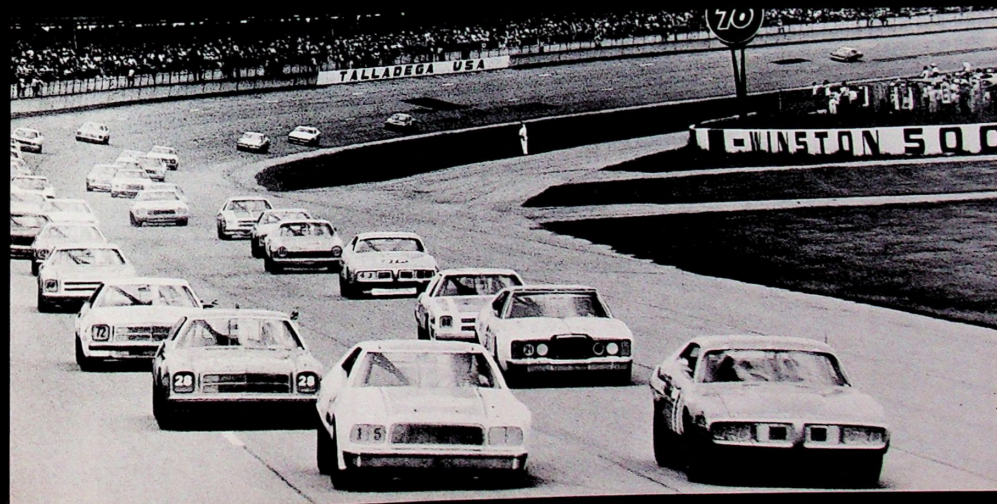
The infield is also the ultimate in space with 315 smooth acres fans could never fill. The infield is so big, you could build 31 Rose Bowls in it and probably have parking space left.

There were skeptics in the beginning, nearly nine years ago . . . but no more. The Talladega track has lived up to everything big Bill France envisioned when he built it . . . and more.

Talladega is one track that lives up to its reputation in every respect. It's the biggest, fastest, most competitive speedway in the world.

"It doesn't take but one race to make believers out of anybody," says Naman. "Bill France built Talladega on a reputation he knew the track would live up to."

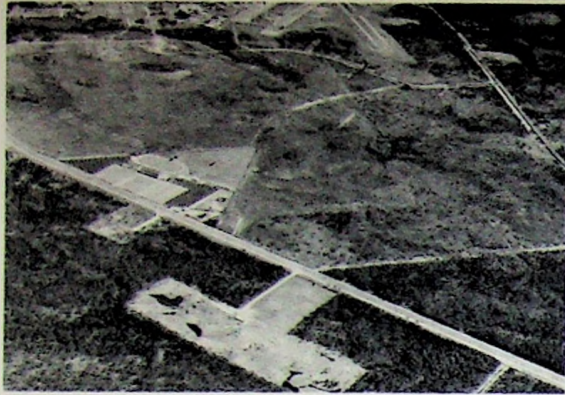
And that it has.



A CAUTION AT TALLADEGA. (Speedway Photo)

# 1959 DAYTONA 500

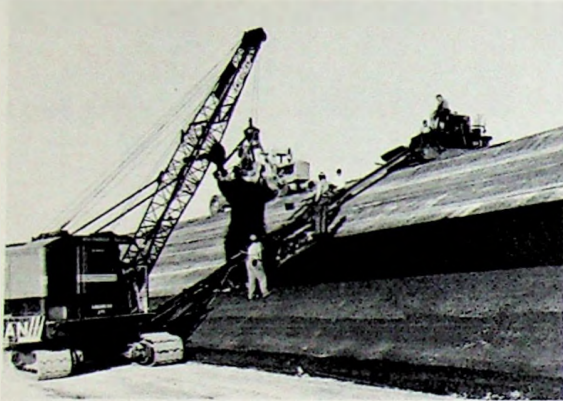
**DAYTONA** *International* **SPEEDWAY**  
 WORLD'S FINEST SPEEDWAY™



BEFORE CONSTRUCTION 2-10-58



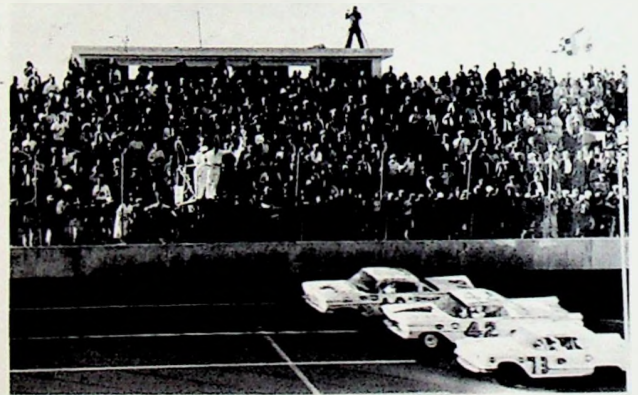
1ST DAYTONA 500 2-22-59



PAVING 1/13/59



1ST QUALIFIER - GENE WHITE 2-7-59  
 L-R C. H. MONEY PENNY - BILL FRANCE SR - JOHN BRUNER SR



LAST LAP  
 48 - JOE WEATHERLY (ONE LAP BEHIND), 42 - LEE PETTY, 73 - JOHNNY BEAUCHAMP



Johnny Beauchamp in Victory Circle 2-22-59



Lee Petty Gets Trophy From Bill France Sr. 2-26-59

# Daytona International Speedway Still Rated The Finest . . .

In 1959 when Daytona International Speedway opened it was billed as the World's Finest and Fastest. Bill France, Sr., who conceived the design and built the track, would not stop at the ultimate speedway success.

He dreamed of an even bigger and faster track . . . and followed through by building in 1969, at Talladega, Ala., the world's truly fastest track, Alabama International Motor Speedway.

With the Talladega track now being the fastest, Daytona International Speedway lays claim to being the second fastest but still maintains the title of being the World's Finest Speedway.

No other speedway in the world offers the facilities, closeness of air transportation, ground accommodations and nearness to attractions. Nor does any speedway in the world offer the variety of competition scheduled year-round at the Daytona track.

The spacious motorsports facility was constructed at an initial cost of more than \$3 million. After years of promoting races on the old 4.1-mile beach/road course, Bill France staged the first Daytona 500 in February 1959.

The excitement of the first 500-mile race, a photo-finish between Lee Petty and Johnny Beauchamp that wasn't decided until several days later, guaranteed the success of the Speedway and the Daytona 500.

Since the beginning, close competition, with as many as 60 official lead changes and many more unofficial in a 200-lap, 500-mile race and average speeds of more than 190 miles per hour, have thrilled thousands of fans during the 18 seasons the Speedway has been in operation.

Each year record crowds visit the world famous track to witness what has become the most competitive racing anywhere. A record crowd of 135,000 race fans, estimated by the Associated Press, was on hand last February to see Cale Yarborough win the most prestigious and richest stock car race in the world . . . the Daytona 500.

While the Daytona 500 is the highlight of the racing season at Daytona International Speedway, it is only one of the many events held during the racing season.

Daytona International Speedway is the site of the nation's only 24-hour endurance race . . . the 24 Hours of Daytona World Manufacturers' Championship road race over the twisting 3.84-mile road/track course.

The 24 Hours of Daytona, which is also partner in the prestigious Daytona/Le Mans Trophy competition, traditionally kicks-off SPEED WEEKS, held annually in early February. During these several days of speed activity, a wide variety of racing events are scheduled. Included are the Automobile Racing Club of America ARCA 200; the NASCAR modified 200-mile race; the NASCAR Late Model Sportsman 300-mile race; the International Race of Champions Finale; two 125-mile NASCAR Winston Cup Grand National Qualifying races for the Daytona 500 and of course, the Daytona 500.

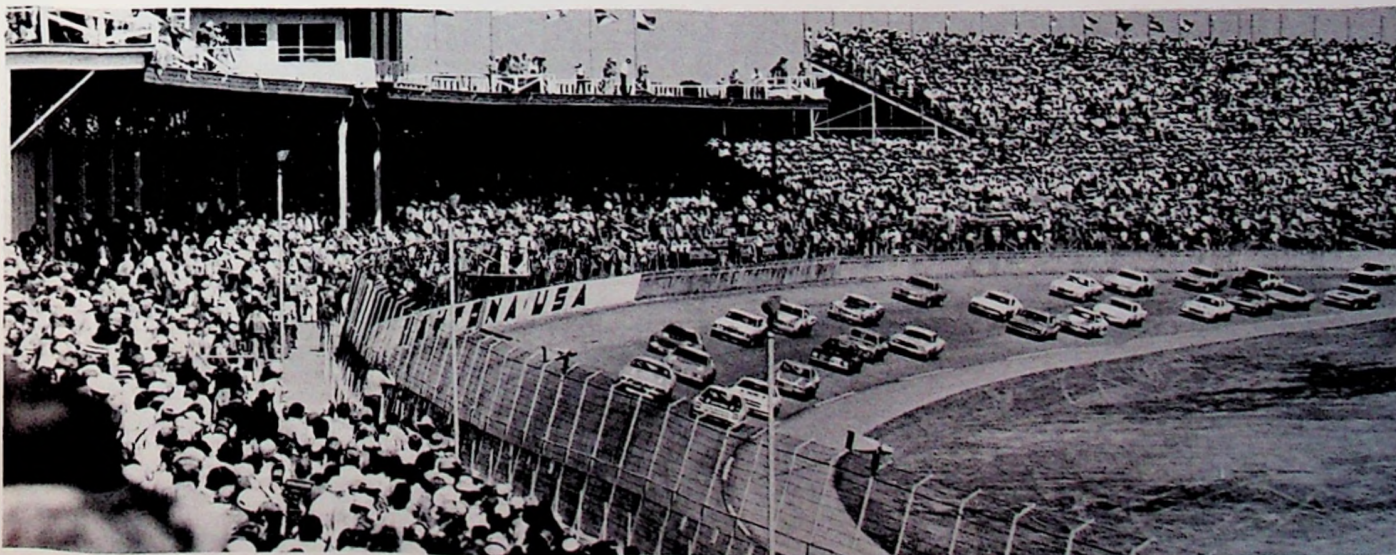
International flavor is added in a big way with the March Daytona Motorcycle Classics. In what has become the nation's largest international sports event, teams and fans from around the world converge on Daytona International Speedway for a week-long celebration of two-wheeled competition.

July at Daytona International Speedway is the site of the nation's largest Independence Day sporting event as the stars and cars of the NASCAR Winston Cup Grand National circuit return for the Firecracker 400. Setting the stage for the Firecracker event is a gigantic fireworks display over the infield and the midnight running of the Paul Revere 250 Camel GT Challenge road race.

As the season draws to a close at Daytona Speedway, the International Motor Sports Association's cars . . . the fastest that race at Daytona . . . attack the track in the November IMSA National Road Racing Championships.

Closing the season at Daytona are karting enthusiasts from around the nation competing in the annual World Karting Association Winter Enduro Olympics.

It's an active schedule and even when there is a break in racing action, the mammoth racing facility serves as a base for the North American Testing Institute. Serving as a proving ground for automobiles, auto components and accessories, Daytona International Speedway is truly the World's Finest Speedway and has become the hub of racing in the United States and a world center of motor sports.



A PACE LAP SCENE FROM A RECENT DAYTONA INTERNATIONAL SPEEDWAY WINSTON CUP RACE



## ACTION AND VICTORY SCENES FROM VARIOUS NASCAR W.C.G.N. ANNUAL RACES



(1) DARLINGTON, S. C. — Sept. 6 — SOUTHERN START — Bobby Allison (2) and David Pearson (21) lead the pack under the green flag for the start of the Winston Cup Southern 500 at Darlington Raceway.



(2) ATLANTA, GA. — Nov. 7 — HAPPY WINNER — Dave Marcis poses in victory lane with Susan Brinkley, Miss Winston Cup, after he drove to victory in the Winston Cup Dixie 500 at Atlanta Raceway.



(4) CHARLOTTE, N. C. — May 30 — PEARSON WINS WORLD 600 — David Pearson is embraced by Susan Brinkley, Miss Winston Cup, in victory lane after he drove to win the World 600 at Charlotte Motor Speedway.



(6) POCONO, PA. — Aug. 1 — PETTY WINS — Miss Winston Cup, Patty Huffman joins Richard Petty in Victory Circle after he drove to win the Winston Cup Purolator 500 at Pocono Raceway.



(3) ROCKINGHAM, N. C. — Oct. 24 — VICTORY HUG — Patty Huffman, Miss Winston Cup, gives Richard Petty a victory squeeze in the winners circle after he won the Winston Cup American 500 at North Carolina Motor Speedway.



(5) RICHMOND, VA. — Feb. 27 — POLE WINNER — Neil Bonnett relaxes with Susan Brinkley, Miss Winston Cup, prior to the Richmond 400. Bonnett had the pole position in the rain shortened event.



(7) IRISH HILLS, MICH. — Aug. 22 — IT'S PEARSON AGAIN — David Pearson continues to win on the Winston Cup circuit. Pos-ing with Pearson after his Champion 400 victory at Michigan Speedway is Patty Huffman, Miss Winston Cup.

# Who Leads Money List? 'King Richard' Or 'Tex'

By TOM HIGGENS  
The Charlotte Observer Motorsports

There can be little argument that Richard Petty and A. J. Foyt are two of the greatest—if not THE greatest—race drivers ever.

But there is a point of contention between the two—brought up, in fact, by publicists for Petty's sponsor, the STP Corporation.

They're claiming their man from Level Cross, N. C., is auto racing's all-time leading money winner, not Foyt as some wire agencies and sportswriters insist. They make a good case . . . or did prior to last Sunday's Indianapolis 500, which "Super Tex" Foyt won while Petty was capturing the World 600.

Here's how the Petty publicist figured it:

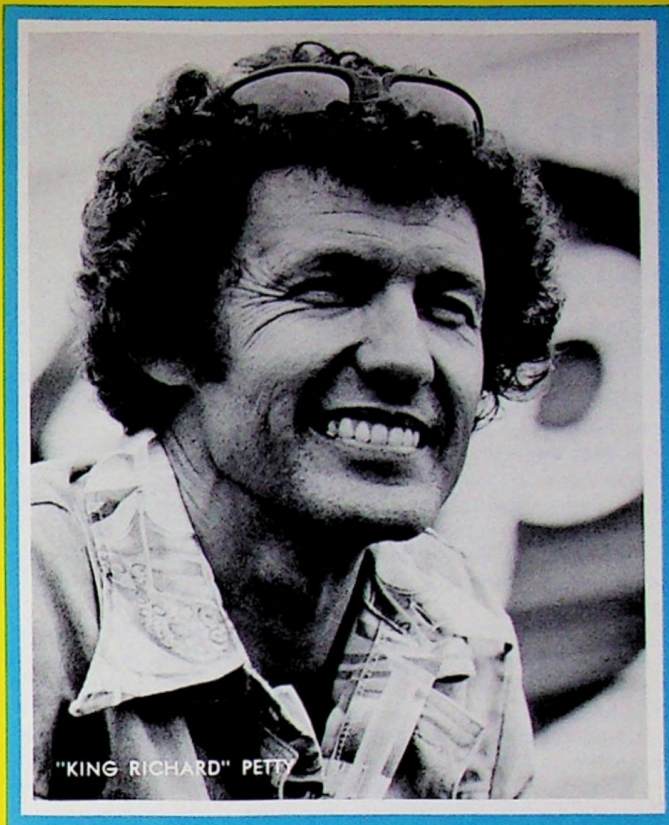
"Some members of the press have reported from time-to-time that Foyt has won over \$3 million, but it just isn't so.

"Petty, 39, the driver of a Dodge on the NASCAR Grand National circuit, has won more money than anyone in the history of motorsports. Foyt, 42, who drives on both the USAC and NASCAR trials, ranks second.

"First, one point has to be cleared up. The money figures do not include personal contracts, endorsement or anything else outside the sport itself. Some Grand Prix drivers, for example, earn \$1 million per year but their purses pay next to nothing.

"There's a small point that clearly and unmistakably shows Petty as the only driver to scale the \$3 million figure. It wasn't until 1975 that NASCAR tracks started showing 'deal'—or appearance—money in their payoff breakdowns. USAC breakdowns always showed everything from all racing divisions to point fund, accessory lap, TV and appearance money."

The report went on:



"Petty had earned \$2,717,948 (not including the World 600) in 723 Grand National races. He'd also competed in two USAC 500-milers at Pocono, Pa., winning one and finishing second in the other . . . so his earnings are certainly in excess of \$2.74 million.

"But (and here's STP's supposed 'clinger') his earnings do not include appearance money from 1958 through 1974 or accessory money since the beginning of the 1976 season. With 182 career victories, the best-known name and being racing's biggest drawing card, it's fair to assume he long ago surpassed the \$3 million mark . . .

"Foyt's total USAC earnings were \$2,431,919 (prior to the Indy 500). He had earned another \$346,829 in Grand National competition for a career total of \$2,778,748. That's only \$149,215 more than Petty . . . so Richard undoubtedly still comes out ahead because of the unheralded appearance money over a period of 16 years."

Money from the IROC series, which Foyt has won twice, wasn't counted the figure Filberts explained, because the series is especially designed and is staged for television. Foyt has won it twice, earning \$137,500 while Petty's take has been \$31,400.

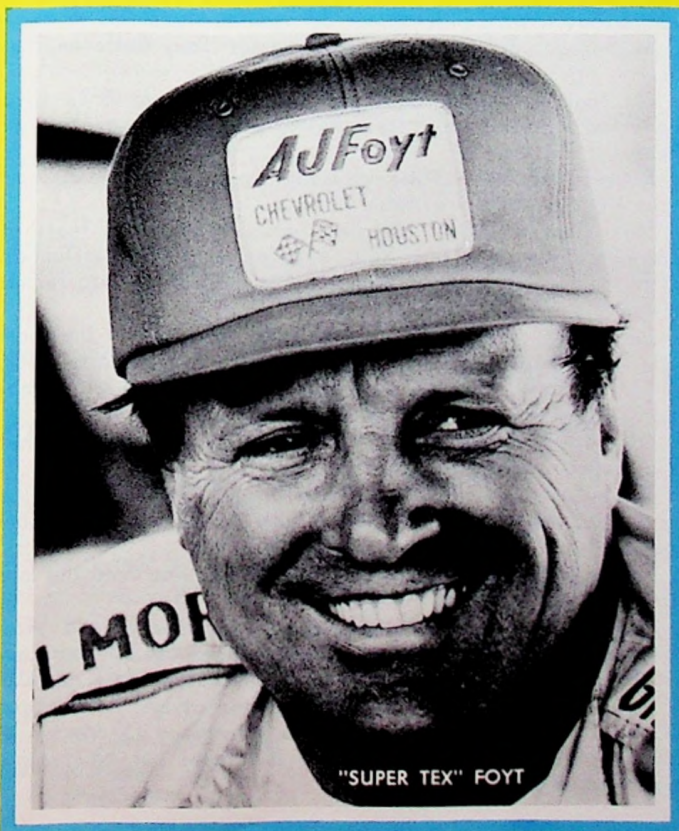
Regardless, all this information was amassed before last week's races at Indy and Charlotte.

Foyt received \$269,000 for his record-setting fourth victory in the fabled 500. Petty's check at Charlotte Motor Speedway was \$69,550, a record payoff for a Grand National event.

So, we know, counting Indy, that Foyt has certainly won \$3,047,748 in his career. Counting his CMS winnings and all that "gravy" deal money, Petty undoubtedly has taken thereabouts the same amount back to the family compound on Randolph County.

I'd bet the two are within \$25,000 of each other either way. And after you get over \$3 million, that's peanuts and as the newscasters say during elections, "too close to call."

Another thing: After \$3 million it becomes tough to count—for everyone but the Internal Revenue Service.





## Another Success Story

# The History of Nashville Speedway

The history of Nashville Speedway is one of great drivers, a great promoter, change, progress and speed.

Bill Donoho, who currently owns the track along with Col. Gilbert Smith and Paschall Young, has been around since the beginning—even before the beginning.

Donoho, the strong-willed former Nashville assistant chief of police, has had his guiding hand behind the track's destinies that changed it from the old Legion Bowl, 1952-57, to the Fairgrounds Speedway, 1958-1965, and finally to Nashville Speedway, 1966 to the present.

In the beginning, drivers ran in the old modified stock divisions and the likes of Bullet Bob Reuther, Herb Lewis, Crash Bond, Jimmy Griggs, Malcolm Brady and their ilk were the scourges of the raceway.

They were the winners but the competitors who come to mind include Dean Jennings, Eddie Mitchell, Jack Marlin, and a host of others.

Listing the point champions provides a partial history.

In 1958 it was Reuther. Jimmy Griggs, one of the most popular drivers to ever compete anywhere, was champion in 1959 and 1962.

It was Bobby Celsor, the rural mail carrier from Hartsville, Tennessee, in 1960 and Brady, the Columbia mechanic, in 1961.

Clifton B. (Coo Coo) Marlin became a legend on what was commonly known as a one-groove track (before several renovations) as he always made it a two-groover when he was on it.

Marlin, younger brother of Jack, went on to post 36 local wins before moving on to Grand National fame.

Coo Coo's legacy is now being claimed by his son, Sterling, who is one of the top competitors on the regular weekly cards on the five-eighths mile oval.

Picking up the champions, it was Coo Coo no less than three times—in 1963, 1965 and 1966. Cheering loudest for him then, as she is now, was his lovely wife Eula Faye.

Claiming the title in 1964 was a man who has won championships at just about every race track in the country, Freddy Fryar, the hard charger from Chattanooga.

Walter Wallace achieved in 1967 what had never been done before when he won the point championship without benefit of winning one feature race. Wallace proved it was no fluke by repeating the performance in 1975. He's still racing and hasn't missed many races since the track opened in 1958.

P. B. Crowell of Franklin was 1968 champion and Crowell's presence is felt, perhaps, even more strongly now with the appearance on the weekly cards of his son, P. B. Crowell, III, who is known as Chubby to the other drivers.

P. B. actually went back to the battles with Reuther, Lewis, etc., but he stayed around a little longer.

David Sisco, another who has moved from the Nashville Speedway to the NASCAR Grand National trail, was the 1969 champion, and a star from Owensboro, Kentucky, shone on the Nashville Speedway for the first time in 1970.

A young man fresh out of Go-carts, named Darrell Waltrip came to town, proclaiming he was going to be a great race driver. He went on to prove it and is still doing so.

Waltrip won the point title in 1970 and 1973 and during his career, he has captured a record 55 wins in Nashville. Second to him is Coo Coo with 36. During his heyday, Waltrip was unbeatable. He is currently a superstar on the Grand National trail with victories this year at Darlington and Talladega.

Flookie Buford of Frankin emerged on the scene in 1971 and 1972. He was a product of the Figure Eights, along with such names as Charley Binkley and George Bennett.

While Bennett stayed in the Cadet, Limited Sportsman and divisions other than the top one to dominate them, Buford proved to be a tough competitor on the big track.

The 1974 champ was still another graduate who is now on the Grand National trail, Jimmy (Smut) Means of Huntsville, Alabama.

In 1975 it was Wallace again with Alton Jones edging out the Kiddie Corps in 1976.

Jones, of Pleasant Grove, Alabama, had to outlast four 20-year-olds who are on their way to fame—Mike Alexander, Crowell, Dennis Wiser and Marlin.

While those four are still looking for their first win of 1977, however, a 29-year-old son of an Old Hickory, Tennessee, preacher, Steve Spencer, is threatening to run away with honors in 1977. He has won four straight feature races.

Those are the point champions and there are so many memories:

- Jimmy Griggs almost being killed in a wreck.
- Charley Binkley walking away from a thunderous crash without a scratch.
- Johnny Allen going through the Fair Park sign and almost onto adjoining Fair Park.
- Early years Grand National dominance by diminutive Rex White of Spartanburg, South Carolina.
- The appearances of just about everybody who has ever been anybody, including Fireball Roberts, Joe Weatherly, Lee Petty and later his son, King Richard; Buck Baker and later his son, Buddy; Jack Smith, Junior Johnson and later his protegee Cale Yarborough; and Indianapolis great Tony Bettenhausen, Sr.

On that subject, it is recalled that Cale was once here bumming a ride and had to settle for a slow lift from Herman Beam.

Roberts and Johnson always used to zoom to big leads and then trouble would inevitably occur.

No history would be complete without listing the feats of Maurice Hassey, the Mini Stock king, or recalling how Donoho lifted Benny Parsons from limbo and got him back into racing when Parsons was temporarily out.

Parsons will never forget it and how he raced on the local Sportsman cards until he got his Grand National ride back.

The Nashville track has as many varied and proved promotions as any track in the country.

It is the only track with two Grand National races that are staged under the lights.

It has seen the presence of the great, the mediocre, the good and the bad. Some were happy to be here and some got mad.

Bobby Isaac was at first critical, as was at one time the late DeWayne (Tiny) Lund.

Donoho always listened to constructive criticism and after investing countless money to make it the highest banked track in the world at 36 degrees, he realized he had made a mistake.

After consulting with Bobby Allison and others, he changed it, again at great expense, to the showpiece it now is at 18 degrees with speeds well over 100 miles per hour being easily attained.

The history includes some obituaries, most recently that of Policeman Bobby Hunley who was killed during a race in 1971.

It includes torrid early year battles among the likes of Red Farmer, Joe Lee Johnson, the late Friday Hassler and Bobby and Donnie Allison.

Like any history, it is a continuing thing and adding chapters every Saturday night when races are held in the Limited Sportsman, Late Model Sportsman and Mini Stock Divisions with an occasional Demolition Derby thrown in.

There have been other events, the Joie Chitwood Thrill Show, motorcycle jumps, rock concerts, etc.

"Auto racing has been good to us and we'd like to think we have been good to it, too," said Donoho, the guiding hand behind one of the most successful racing endeavors in the world.

## FACT SHEET ON NASHVILLE SPEEDWAY

### President:

William J. Donoho, Sr., Nashville, Tennessee.

### Location:

Tennessee State Fairgrounds within four blocks of I-65, I-40 and I-24. Only 5 minutes from downtown Nashville.

### Seating Capacity:

1,260 box seats, 305 chair seats, 6,092 reserved grandstand, 6,000 unreserved bleachers and 3,000 standing room only.

### Length of Track:

Five-eighths mile. (.596 MI) (.959 kilometers).

### Surface:

Asphalt 4.5 inches thick over eight inches of stone.

### Shape of Track:

Oval.

### Width of Track:

Racing surface is 50 feet wide with an additional 10 foot apron.

### Degree of Banking:

North and south turns—18 degrees. Front and back straightaway—2½ degrees.

### Length of Straights and Turns:

Straightaway—750 feet each. Turns 900 feet each.

### Retaining Wall:

Steel reinforced concrete wall, two feet high around entire track.

### Permanent Buildings:

Union 76, maintenance shop, 6 concession stands, Administration office, ticket office, publicity, press box, control tower, radio room, VIP room and 4 outside ticket offices.

### Types of Racing:

Music City, USA "420" GN; Nashville "420" GN; Winston "200" Sportsman; Union 76 "200" Sportsman; Permatex Southern "400" Sportsman; Falls City "200" Sportsman; World Service Life "200" Sportsman; Bob Hunley Memorial "200" Sportsman; Uniroyal ARCA New Car "250"; Baby Grand National "250."

### Track Security:

Twenty-four hour patrol.

### Number of Access Roads into Fairgrounds:

Seven.

### Number of Access Roads into Track Infield:

Two, including 16-foot tunnel.

### Parking:

10,000 cars, free—with roving guards.

### Other Facilities:

10 permanent restrooms.

### Season:

Every Saturday night—8 PM, April through early October.

### Track Lights:

24—55-foot poles equipped with 10 quartz lights each.

### Other:

Nashville Speedway is the only track on the Grand National Circuit which holds the Winston Cup Grand National races at night.

## DO YOU KNOW YOUR METRICS?

A new system, at least to most of us here, is beginning to be more widely used in America—it's the Metric System. Do you know how it will affect stock car racing? Here are some interesting facts.

## TRACK LENGTHS

Nashville Speedway— $\frac{1}{4}$  Mile Track— .362 Kilometers  
 $\frac{5}{8}$  Mile Track—1.0056 Kilometers

## SUPERSPEEDWAYS

Daytona	2.5 Miles	4.0225 Kilometers
Atlanta	1.522 Miles	2.4489 Kilometers
Darlington	1.366 Miles	2.1979 Kilometers
Dover	1.000 Miles	1.609 Kilometers
Talladega	1.66 Miles	4.2799 Kilometers

## MAXIMUM ENGINE SIZE

Late Model Sportsman	358	Cu. in.	5867.62	Cu. CM
Limited Sportsman	335	Cu. in.	5490.65	Cu. CM
Mini Stock	97.62	Cu. in.	1600.00	Cu. CM
Baby Grand	140.35	Cu. in.	2300.00	Cu. CM

## MAXIMUM FUEL TANK CAPACITY

All Cars (NASCAR)—22 U. S. Gallons—83.27 Liters

## LENGTH OF RACES— $\frac{5}{8}$ MILE TRACK

25 Lap	15.62 Miles	25.14 KM
30 Lap	18.75 Miles	30.17 KM
50 Lap	31.25 Miles	50.28 KM
100 Lap	62.5 Miles	100.562 KM
200 Lap	125 Miles	201.125 KM

World 600—Charlotte	965.4	KM
Daytona 500	804.5	KM
Talladega 500	804.5	KM
Firecracker 400	643.6	KM
Virginia 500—Martinsville	422.36	KM
Gwyn Staley 400—North Wilkesboro	402.25	KM
Nashville 420	402	KM
Riverside 400	400	KM
Richmond 400	348.8	KM
Southeastern 400—Bristol	343	KM

To Change Miles to Kilometers—Miles  $\times$  1.609

To Change Cubic Inches to Cubic Centimeters—Cu. In.  $\times$  16.39

To Change Gallons to Liters—Gallons  $\times$  3.785



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Official NASCAR newspaper, published 21 times annually, contains race results, schedules, point standings, up-to-date news about the tracks and the people of racing. You will receive the Newsletter for the duration of your membership.

## RECORD BOOK ...

Published annually, with data on drivers, point standings, race records and biographies of champion drivers for the preceding season.

## RULE BOOK ...

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Bears your name, address and NASCAR registration number. Your identification as a member of the world's largest racing organization.

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Finished in blue and silver, and equipped with clutch back attachments so that it may be worn on the lapel or as a tie tack.

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You're already enjoying the world's most popular and most competitive auto racing ... Come on and join the world's largest auto racing association. Fill out the coupon below and send it with your check or money order today.

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Enclosed find check or money order for \$25.00 for a full 12 months membership in NASCAR.

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One of the top NASCAR race drivers, David Pearson, poses for photo with Miss Winston, two Union Oil Racestoppers and his Purlator Mercury after winning the Michigan Speedway Champion Spark Plug 400 Winston Cup race. (Photo courtesy R. J. Reynolds Co.)

## Second Time

# Pearson Winner Of Olsonite Driver Of The Year Award

By JOE DOWDALL  
Detroit News Sports Writer

"I don't think anyone could have that kind of year again."

The speaker was NASCAR's David Pearson after he won a record 10 superspeedway stock car races and was named Driver of the Year in 1973.

But the Grey Fox of Spartanburg, S. C., was wrong, for he tied his own record of 10 superspeedway victories last season and became the first man in history to be named Driver of the Year for the second time.

Pearson edged his life-long NASCAR rival and neighbor Cale Yarborough by two points in the final balloting for the 1976 Olsonite Driver of the Year Award.

Pearson was honored Friday at a luncheon at New York's 21 Club when Detroit industrialist-sportsman Ozzie Olson presented him with the Olsonite Driver of the Year Trophy and a check for \$10,000.

Pearson said winning the Driver of the Year Award this time was the highlight of his career.

"I really worked for it this time," said the three-time NASCAR national champion who is second only to Richard Petty in career victories with 97.

"I'd rather take this year than the 1973 season as my best," Pearson said, "because my victories were on more superspeedways."

"This was the first time I won the Daytona 500, the most prestigious stock car race in the world, and the first time I won the Southern 500 at Darlington, the granddaddy of all stock car races."

"And it was the first time I won on the California tracks at Riverside and Ontario."

Pearson became the first driver to sweep the California NASCAR races.

He also swept the two Michigan races, the Motor State 400 and the Yankee 400 this season. He now has won seven of the last nine Grand National stock car races on the Irish Hills oval.

Pearson also won the World 600 at Charlotte to make him only the second stock car driver in history to sweep NASCAR's triple crown of Daytona, Charlotte and Darlington. Lee Roy Yarborough did it in 1969.

Pearson drove the famed Wood brothers' Mercury to 10 victories in just 22 starts, finishing second three times, third twice and fourth once as he collected more than \$400,000.

But his most dramatic and memorable victory came in the Daytona 500 at the start of the season when he nursed his wrecked Mercury across the finish line after colliding with Petty's Dodge about 1,000 feet from the finish.

Yarborough, who was edged for the Driver of the Year Award in 1974 by Bobby Unser, won nine races and had 22 finishes in the first five places, but he started 30 races, eight more than Pearson.

Yarborough won the NASCAR National Championship with Junior Johnson's Holly Farms Chevrolet.

Yarborough won the fourth and final round of voting for the Driver of the Year Award but Pearson, who led the first three quarters, finished second, two points ahead of USAC Indy-car champion Gordon Johncock.

"I figured I had to win the California 500 to beat David out for the Olsonite Driver of the Year \$10,000," said Yarborough, who lives just down the road from Pearson in Timmonsville.

"Well, we got the National Championship and the Olsonite Award between us so I reckon we'll just have to keep the two in South Carolina next year, only over at my place."

Yarborough said that as long as he lost the Driver of the Year Award he was glad it was to Pearson.

"I drove the Wood brothers' Mercury for three years and there isn't a more dedicated team or bunch of fellows in auto racing," he said.

In the final round of voting covering the final quarter of the 1976 season, Yarborough led with 79 points. Pearson was second with 45 points and was followed by Johncock 43, Al Unser 28, Bobby Unser and Johnny Rutherford 12 each, James Hunt nine, Mario Andretti seven, Dave Marcis and Brian Redman five each, Richard Petty four and Butch Hartman one.

The points are given on a 9-6-4-3-2-1 basis on the ballots of 10 auto racing experts representing all the sanctioning bodies and the sections of the country.

Pearson had won one the first two quarterly ballots and Yarborough swept the last two as the two NASCAR drivers dominated the season.

Pearson made a runaway of the first quarter when he won the Riverside, Daytona, Atlanta and Darlington 500s. He had 126 points to Bobby Unser's 65, Al Holbert's 52, Yarborough's 35, Benny Parsons' 18 and Clay Regazzoni's 13.

Pearson added the World 600 and the Riverside and Motor State (Michigan) 400s in the second quarter as he scored 72 points to Indy-500



winner Johnny Rutherford's 66, Yarborough's 31, Al Unser's 23, Holbert's 15 and A. J. Foyt's 12.

Yarborough dominated the second half of the NASCAR stock car season, beating Pearson six victories to three.

Yarborough won the third-quarter round with 84 points. He was followed by Foyt 38, Johncock 38, Pearson 28, Bobby Unser 22 and Holbert 12.

Yarborough won the fourth round, but Pearson edged into second place to take the over-all season title.

Yarborough was shut out in the last four superspeedway races of the season while Pearson won the finale, the California 500 at Ontario.

"I thought after I won the first race in Michigan in June that I might have a chance at the Driver of the Year Award if everything kept falling the way it had," Pearson said.

"This Purolator Mercury is as good as the one I had in 1973 when I set the record and won the award."

Since Pearson joined the Wood brothers at the start of the 1972 season, they have won 36 superspeedway races and have had 37 victories in just 93 races.

"The Wood brothers would stay at the track all night if they could," Pearson said. "They're that dedicated to winning. That's all they think about."

"And when I'm out there racing, I don't feel like anyone is better." Pearson won the Yankee 400 at Michigan, the Darlington 500 and the Ontario race to reach his record-equaling 10 victories this season.

In the final Olsonite Driver of the Year standings, Pearson finished with 27 over-all points, Yarborough had 25, Bobby Unser 9.5, Johncock eight, Rutherford 7.5, Foyt and Holbert seven, Al Unser six, Parsons two and Regazzoni one.

Other drivers named during the year were Richard Petty, Buddy Baker, Duane Carter, Peter Gregg, Hunt, Andretti, Marcis, Redman and Hartman.

Pearson's victory gives NASCAR drivers a 5-4-1 edge over USAC and SCCA drivers in the 10-year history of the award.

Andretti (USAC) won the first Driver of the Year Award in 1967. He was followed by the late Mark Donohue (SCCA) 1968, Lee Roy Yarborough (NASCAR) 1969, Al Unser (USAC) 1970, Richard Petty (NASCAR) 1971, Bobby Allison (NASCAR) 1972, Pearson 1973, Bobby Unser (USAC) 1974, and Foyt (USAC) 1975.

Pearson, greying at 42, said he is looking forward to next season although his two oldest sons, Larry and Rick, have begun racing Baby Grand cars.

"Right now, I'm not even thinking of quitting," Pearson said. "We're running and winning the superspeedway races. They're the one's that count."

"I'm not even thinking of retiring until the Wood brothers do." On learning he had won the Olsonite Award, Pearson drove up to the Wood brothers' Lincoln-Mercury dealership in Danville, Va., to pick up a new 1977 Mark V.

He'll pick up his \$10,000 check next Friday.



# Winston Cup Grand National Point Standings - 1976

## MONEY LEADERS

Pos.	Driver	Points	Starts	Wins	Top 5	Top 10	Total Won
1.	Cale Yarborough	4644	30	9	22	23	\$307,591
2.	Richard Petty	4449	30	3	19	22	308,074
3.	Benny Parsons	4304	30	2	18	23	216,459
4.	Bobby Allison	4097	30	0	15	19	191,544
5.	Lennie Pond	3930	30	0	10	19	125,129
6.	Dave Marcis	3875	30	3	9	16	183,975
7.	Buddy Baker	3745	30	1	16	16	202,094
8.	Darrell Waltrip	3505	30	1	10	12	179,585
9.	David Pearson	3483	22	10	16	18	275,699
10.	Richard Brooks	3447	28	0	3	18	95,380
11.	Richard Childress	3428	30	0	0	11	74,505
12.	J. D. McDuffie	3400	30	0	1	8	72,365
13.	James Hylton	3380	30	0	2	5	68,280
14.	D. K. Ulrich	3280	30	0	0	2	59,760
15.	Cecil Gordon	3247	30	0	0	5	64,255
16.	Frank Warren	3240	30	0	0	3	62,015
17.	David Sisco	2994	28	0	0	7	56,905
18.	Skip Manning	2931	27	0	0	4	45,820
19.	Ed Negre	2709	28	0	0	2	47,560
20.	Buddy Arrington	2573	25	0	0	3	50,930
21.	Terry Bivins	2099	18	0	1	6	44,070
22.	Bobby Wawak	2062	19	0	0	9	30,265
23.	Bruce Hill	1995	22	0	0	4	43,705
24.	Jimmy Means	1752	19	0	0	0	20,945
25.	Dick May	1719	19	0	0	0	29,425
26.	Walter Ballard	1554	15	0	0	3	16,380
27.	Henley Gray	1425	15	0	0	0	15,090
28.	Coo Coo Marlin	1412	12	0	0	6	39,485
29.	Gary Myers	1296	15	0	0	0	11,430
30.	Jackie Rogers	1173	11	0	0	3	21,215
31.	Grant Adcox	1163	11	0	0	2	25,715
32.	Neil Bonnett	1130	13	0	1	4	31,650
33.	Tom Gale	1005	12	0	0	0	18,955
34.	Donnie Allison	988	9	1	2	5	41,120
35.	Joe Mihalic	981	9	0	0	0	12,925

## HOW OTHERS FINISHED

36.	Elmo Langley, Charlotte, N. C.	824
37.	Travis Tiller, Triangle, Va.	816
38.	Sonny Easley, Van Nuys, Calif.	772
39.	Joe Frasson, Pauline, S. C.	707
40.	Jabe Thomas, Christiansburg, Va.	648
41.	Bill Elliott, Dawsonville, Ga.	635
42.	Dean Dalton, Asheville, N. C.	633
43.	Earle Canavan, Ft. Johnson, N. Y.	610
44.	Rick Newsom, Fort Mill, S. C.	607
45.	Tighe Scott, Pen Argyl, Penna.	566
46.	Terry Ryan, Davenport, Iowa	558
47.	Darrell Bryant, Thomasville, N. C.	546
48.	Buck Baker, Charlotte, N. C.	513
49.	Chuck Bown, Portland, Oregon	481
50.	Baxter Price, Monroe, N. C.	479
51.	Richard Skillen, Raleigh, N. C.	455
52.	Sam Sommers, Savannah, Ga.	412
53.	Ricky Rudd, Chesapeake, Va.	407
54.	Jimmy Lee Capps, Elkton, Fla.	389
55.	Bob Burcham, Rossville, Ga.	374
56.	John Utsman, Bluff City, Tenn.	345
57.	Harold Miller, Emerson, Ga.	333
58.	Ray Elder, Caruthers, Calif.	320
59.	G. C. Spencer, Bluff City, Tenn.	319
60.	Jerry Sisco, Madison, Tenn.	312
61.	Jim Insolo, Mission Hills, Calif.	307
62.	Don Puskarich, Garden Grove, Calif.	300
63.	Earl Brooks, Lynchburg, Va.	273
64.	Bill Champion, Norfolk, Va.	270
65.	Richard Brown, Claremont, N. C.	261
66.	Jack Donahue, Nobleton, Ontario	261
67.	Junior Miller, Winston-Salem, N. C.	239
68.	Roy Smith, Victoria, B.C. Canada	234
69.	Jimmy Hensley, Martinsville, Va.	234
70.	Ed Bradshaw, Bakersfield, Calif.	227

## Past Grand National Champs

Year	Champion	Points
1949	Red Byron, Atlanta, Ga.	842.5
1950	Bill Rexford, Conewango Valley, N. Y.	4,959
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, Elberbe, N. C.	7,173.80
1974	Richard Petty, Randleman, N. C.	5,037.750
1975	Richard Petty, Randleman, N. C.	4,783

(1954 to 1970 formerly Pacific Coast Late Model Division)

71.	Chuck Wahl, Burbank, Calif.	226
72.	Bill Schmitt, Redding, Calif.	219
73.	Bruce Jacobi, Indianapolis, Ind.	213
74.	Bill Polich, Dana Point, Calif.	197
75.	Walter Wallace, Nashville, Tenn.	188
76.	Larry Lamay, Mt. Clemens, Mich.	188
77.	Ron Esau, El Cajon, Calif.	179
78.	Carl Joiner, Portland, Oregon	173
79.	Gary Johnson, Modesto, Calif.	170
80.	Ferrell Harris, Pikeville, Ky.	167
81.	Hugh Pearson, Bakersfield, Calif.	164
82.	Budd Hagelin, Maple Shade, N. J.	158
83.	Johnny Ray, Eastaboga, Ala.	149
84.	Harry Gant, Taylorsville, N. C.	138
85.	Jim Thirkettle, Sylmar, Calif.	137
86.	Jim Vandiver, Huntersville, N. C.	124
87.	Larry Esau, San Marcos, Calif.	124
88.	Jim Hurtubise, Indianapolis, Ind.	115
89.	Gene Felton, Atlanta, Ga.	115
90.	Gary Mathews, Fresno, Calif.	112
91.	Don Reynolds, Cabazon, Calif.	109
92.	Bill Dennis, Richmond, Va.	100
93.	Tommy Ellis, Richmond, Va.	100
94.	Richie Panch, Daytona Beach, Fla.	100
95.	John Dineen, El Cajon, Calif.	97
96.	Clyde Lynn, Christiansburg, Va.	91
97.	Doc Faustina, Las Vegas, Nev.	91
98.	Glen McDuffie, Sanford, N. C.	82
99.	Glen Francis, Bakersfield, Calif.	79
100.	J. C. Daniels, Chico, Calif.	79
101.	Sterling Marlin, Columbia, Tenn.	76
102.	Hershel McGriff, Bridal Veil, Ore.	73
103.	Dale Earnhardt, Kannapolis, N. C.	70
104.	Rusty Sanders, Bakersfield, Calif.	70
105.	Dick Trickle, Wisconsin Rapids, Wis.	67
106.	John Hamson, Santa Barbara, Calif.	67
107.	John Haver, Weimar, Texas	64
108.	Ernie Stierly, Vancouver, Wash.	64
109.	Charlie Glotzbach, Georgetown, Ind.	61
110.	Sam Baler, Lakewood, Calif.	61
111.	Harry Jefferson, Yakima, Wash.	58
112.	John Kleper, Portland, Oregon	58
113.	Tom Williams, Schertz, Texas	52
114.	Bobby Isaac, Catawba, N. C.	49
115.	Earl Ross, Ailsa Craig, Ontario	46
116.	Bill Hollar, Burlington, N. C.	46

# Results Of The Winston Cup Grand National Races For 1976

Date	Track and Size	Laps	Dist.	Time	Avg. Speed	First Place	Second Place	Third Place	Fourth Place	Fifth Place	Fastest Qualifier	Speed
1/18	RIVERSIDE, CALIF. (2.62 Mile Paved Road Course)	191	500	5:02:44	99.180	David Pearson Mercury	Cale Yarborough Chevrolet	Jim Insolo Chevrolet	Ray Elder Dodge	Benny Parsons Chevrolet	Bobby Allison Matador	112.416
2/15	DAYTONA BEACH, FLA. (2.5 Mile Paved)	200	500	3:17:08	152.181	David Pearson Mercury	Richard Petty Dodge	Benny Parsons Chevrolet	Lennie Pond Chevrolet	Neil Bonnett Chevrolet	A. J. Foyt Chevrolet	185.943
2/29	ROCKINGHAM, N. C. (1.017 Mile Paved)	492	500	4:24:08	113.665	Richard Petty Dodge	Darrell Waltrip Chevrolet	Cale Yarborough Chevrolet	Buddy Baker Ford	Benny Parsons Chevrolet	Dave Marcis Dodge	138.287
3/ 7	RICHMOND, VA. (.542 Mile Paved)	400	216.8	2:58:44	72.792	Dave Marcis Dodge	Richard Petty Dodge	Bobby Allison Mercury	Cale Yarborough Chevrolet	Terry Bivins Chevrolet	Bobby Allison Mercury	92.715
3/14	BRISTOL, TENN. (.533 Mile Paved)	400	213.2	2:26:24	87.377	Cale Yarborough Chevrolet	Darrell Waltrip Chevrolet	Benny Parsons Chevrolet	Dave Marcis Dodge	Bobby Allison Mercury	Buddy Baker Ford	110.792
3/21	ATLANTA, GA. (1.522 Mile Paved)	328	500	3:52:16	128.904	David Pearson Mercury	Benny Parsons Chevrolet	Cale Yarborough Chevrolet	Lennie Pond Chevrolet	Darrell Waltrip Chevrolet	Dave Marcis Dodge	160.700
4/ 4	NO. WILKESBORO, N. C. (5/8 Mile Paved)	400	250	2:34:52	96.858	Cale Yarborough Chevrolet	Richard Petty Dodge	Bobby Allison Mercury	Benny Parsons Chevrolet	J. D. McDuffie Chevrolet	Dave Marcis Dodge	108.585
4/11	DARLINGTON, S. C. (1.366 Mile Paved)	367	500	4:04:36	122.973	David Pearson Mercury	Buddy Baker Ford	Benny Parsons Chevrolet	Lennie Pond Chevrolet	Dave Marcis Dodge	David Pearson Mercury	154.171
4/25	MARTINSVILLE, VA. (.525 Mile Paved)	500	262.5	3:39:43	71.759	Darrell Waltrip Chevrolet	Cale Yarborough Chevrolet	David Pearson Mercury	Richard Petty Dodge	Richard Brooks Ford	Dave Marcis Dodge	86.286
5/ 2	TALLADEGA, ALA. (2.66 Mile Paved)	188	500	2:56:37	169.887	Buddy Baker Ford	Cale Yarborough Chevrolet	Bobby Allison Mercury	Richard Petty Dodge	Terry Ryan Chevrolet	Dave Marcis Dodge	189.197
5/ 8	NASHVILLE, TENN. (.596 Mile Paved)	420	250	2:57:43	84.512	Cale Yarborough Chevrolet	Richard Petty Dodge	Benny Parsons Chevrolet	Buddy Baker Ford	Bobby Allison Mercury	Benny Parsons Chevrolet	104.328
5/16	DOVER, DEL. (1 Mile Paved)	500	500	4:19:53	115.436	Benny Parsons Chevrolet	David Pearson Mercury	Dave Marcis Dodge	Bobby Allison Mercury	Buddy Baker Ford	Dave Marcis Dodge	136.013
5/30	CHARLOTTE, N. C. (1.5 Mile Paved)	400	600	4:22:06	137.352	David Pearson Mercury	Richard Petty Dodge	Cale Yarborough Chevrolet	Bobby Allison Mercury	Benny Parsons Chevrolet	David Pearson Mercury	159.132
6/13	*RIVERSIDE, CALIF. (4.215 Kilometers Road Course)	95	400 K	2:20:31	106.279	David Pearson Mercury	Bobby Allison Mercury	Benny Parsons Chevrolet	Ray Elder Dodge	Buddy Baker Ford	David Pearson Mercury	111.437
6/20	BROOKLYN, MICH. (2 Mile Paved)	200	400	2:50:02	141.148	David Pearson Mercury	Cale Yarborough Chevrolet	Bobby Allison Mercury	Richard Petty Dodge	Buddy Baker Ford	Richard Petty Dodge	158.569
7/ 4	DAYTONA BEACH, FLA. (2.5 Mile Paved)	160	400	2:29:06	160.966	Cale Yarborough Chevrolet	David Pearson Mercury	Bobby Allison Mercury	A. J. Foyt Chevrolet	Davis Marcis Dodge	A. J. Foyt Chevrolet	183.090
7/17	NASHVILLE, TENN. (.596 Mile Paved)	420	250	2:52:49	86.908	Benny Parsons Chevrolet	Richard Petty Dodge	Darrell Waltrip Chevrolet	Lennie Pond Chevrolet	Cale Yarborough Chevrolet	Neil Bonnett Mercury	103.049
8/ 1	MT. POCONO, PA (2.5 Miles Paved)	200	500	4:18:54	115.875	Richard Petty Dodge	Buddy Baker Ford	Benny Parsons Chevrolet	David Pearson Mercury	Lennie Pond Chevrolet	Cale Yarborough Chevrolet	147.865
8/ 8	TALLADEGA, ALA. (2.66 Miles Paved)	188	500	3:10:27	157.547	Dave Marcis Dodge	Buddy Baker Ford	Richard Brooks Ford	James Hylton Chevrolet	Lennie Pond Chevrolet	Dave Marcis Dodge	190.651
8/22	BROOKLYN, MICH. (2 Miles Paved)	200	400	2:51:20	140.078	David Pearson Mercury	Cale Yarborough Chevrolet	Richard Petty Dodge	Bobby Allison Mercury	Dave Marcis Dodge	David Pearson Mercury	160.875
8/29	BRISTOL, TENN. (.533 Mile Paved)	400	213.2	2:08:59	99.175	Cale Yarborough Chevrolet	Richard Petty Dodge	Darrell Waltrip Chevrolet	Benny Parsons Chevrolet	Buddy Baker Ford	Darrell Waltrip Chevrolet	110.301
9/ 6	DARLINGTON, S. C. (1.366 Miles Paved)	367	500	4:09:33	120.534	David Pearson Mercury	Richard Petty Dodge	Darrell Waltrip Chevrolet	Dave Marcis Dodge	Lennie Pond Chevrolet	David Pearson Mercury	154.699
9/12	RICHMOND, VA. (.542 Miles Paved)	400	216.8	2:46:47	77.993	Cale Yarborough Chevrolet	Bobby Allison Mercury	Richard Petty Dodge	Darrell Waltrip Chevrolet	Buddy Baker Ford	Benny Parsons Chevrolet	92.460
9/19	DOVER, DEL. (1 Mile Paved)	500	500	4:19:12	115.740	Cale Yarborough Chevrolet	Richard Petty Dodge	David Pearson Mercury	Bobby Allison Mercury	Buddy Baker Ford	Cale Yarborough Chevrolet	133.377
9/26	MARTINSVILLE, VA. (.525 Mile Paved)	340	178.5†	2:22:15	75.370	Cale Yarborough Chevrolet	Darrell Waltrip Chevrolet	Buddy Baker Ford	Richard Petty Dodge	Benny Parsons Chevrolet	Darrell Waltrip Chevrolet	86.484
10/ 3	N. WILKESBORO, N. C. (5/8 Mile Paved)	400	250	2:35:38	96.380	Cale Yarborough Chevrolet	Benny Parsons Chevrolet	Richard Petty Dodge	Buddy Baker Ford	Lennie Pond Chevrolet	Darrell Waltrip Chevrolet	107.449
10/10	CHARLOTTE, N. C. (1.5 Mile Paved)	334	500	3:32:51	141.226	Donnie Allison Chevrolet	Cale Yarborough Chevrolet	Bobby Allison Mercury	Buddy Baker Ford	Benny Parsons Chevrolet	David Pearson Mercury	161.223
10/24	ROCKINGHAM, N. C. (1.017 Mile Paved)	492	500	4:15:01	117.718	Richard Petty Dodge	Lennie Pond Chevrolet	Darrell Waltrip Chevrolet	Bobby Allison Mercury	Cale Yarborough Chevrolet	David Pearson Mercury	139.117
11/ 7	ATLANTA, GA. (1.522 Mile Paved)	328	500	3:55:07	127.396	Dave Marcis Dodge	David Pearson Mercury	Donnie Allison Chevrolet	Cale Yarborough Chevrolet	Buddy Baker Ford	Buddy Baker Ford	161.652
11/21	ONTARIO, CALIF. (2.5 Mile Paved)	200	500	3:38:49	137.101	David Pearson Mercury	Lennie Pond Chevrolet	Benny Parsons Chevrolet	Richard Brooks Ford	James Hylton Chevrolet	David Pearson Mercury	153.964

\* Riverside race changed to 400 Kilometers (248.4 Miles).

† Race stopped after 340 laps due to rain.

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# America's Cup

