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PROGRAM

Nº 0912 OF 5000

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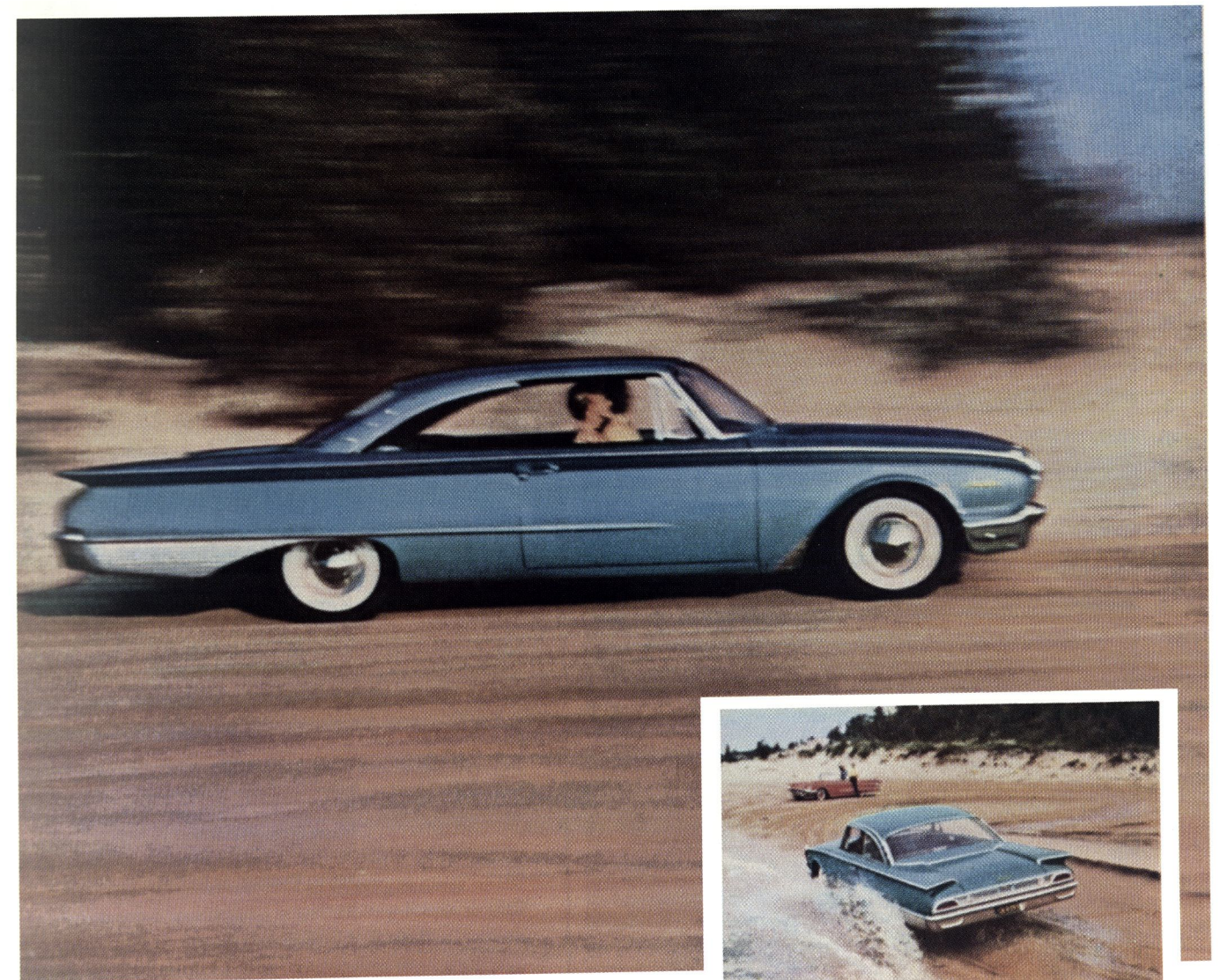
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"I'm sold on GREY-ROCK,"

Says **JIM REED,**
winner of the rugged
NASCAR* 1959
"Southern 500"
at Darlington, S.C.

"My brakes worked perfectly," says Jim Reed. "When I went into the first turn, I got into a jam, and those brakes pulled me right down. They acted just like power brakes—fast and smooth."

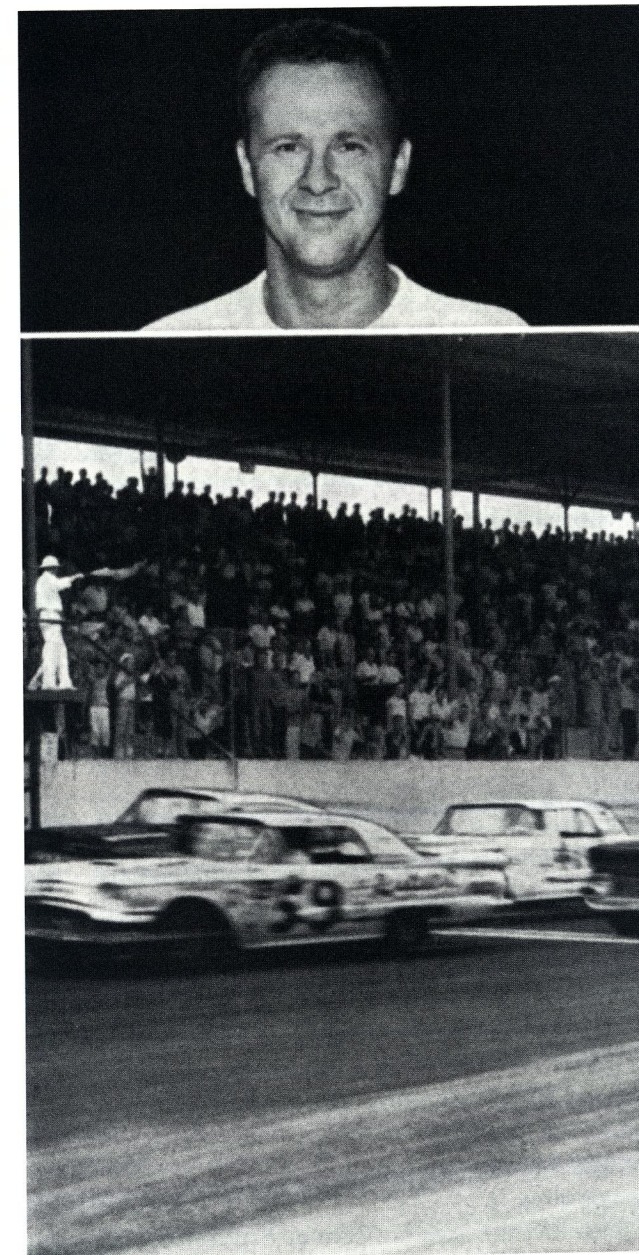
"I'm sold on Grey-Rock. They stop my car faster and wear longer. Tops for racing and on the highway."

Get this same wonderful feeling of security from your *own* car. Next time you stop in for gas, oil or a lube, ask your Grey-Rock dealer for a P-L-S® inspection. He'll Pull a wheel, Look at your brakes, Show you the condition of your linings. If you need a reline, he'll install genuine Grey-Rock Balanced Brake Linings. And then you can be sure of fast, safe, smooth stops—and longer life.

Drive in where you see a Grey-Rock sign displayed and get expert, courteous brake service.

Thrilling scene from the 500-mile stock car race at Darlington, where the first 10 cars to finish had Grey-Rock Balanced Brake Linings and 48 out of 50 drivers used Grey-Rock—by preference. GREY-ROCK Division of Raybestos-Manhattan, Inc.,
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Nationally advertised in *Saturday Evening Post*



*National Association for Stock Car Auto Racing

Only **Grey-Rock** *makes* **BALANCED BRAKE LININGS**
BALANCED BRAKES • TRUCKSETS • BRAKE BLOCKS • VEE-LOK® CLUTCH FACINGS • AUTOMATIC TRANSMISSION PARTS
You Can't Buy a Better Brake Lining to Save Your Life

From The PRESIDENT

As president of Charlotte Motor Speedway, I want to welcome everybody to the first annual "World 600" race. We hope you will enjoy the race, and that you will visit Charlotte Motor Speedway often.

I extend this welcome to you on behalf of all the officers, the directors, the stockholders and the employees of Charlotte Motor Speedway.

Frankly, it hardly seems possible that we have been able to complete the construction of the Speedway in time for the "World 600." I want to explain that the facilities we have here at the present time are far from complete, but, as you well know, the bad weather during the winter months kept us from putting a lot of the finishing touches on the Speedway.

For our next race, I am positive you will find Charlotte Motor Speedway the best race track you have ever visited. Everything about Charlotte Motor Speedway will be improved upon, and that's a promise!

We will have more seats in the grandstands, more concession stands and more rest rooms and other facilities for you. Too, we will have our sports car course completed by the next race. It will wind around in the infield, giving us a 2½-mile track for other races. I'm looking forward to driving on it, too, since there will be some very tricky turns to be included . . . and I really like to race where there are some things to overcome in driving.

Each of the races we plan at Charlotte Motor Speedway will be a "major league" race, the kind you like to see and the kind I like to drive. While we are real proud of our facilities, we want you to be pleased, too, and it is in that direction that we will continually put our efforts.



CURTIS TURNER

I would also like to take this opportunity to tell you what a pleasure it is to be associated with Bruton Smith, our general manager. Together, we have been able to accomplish what you see here today and what you will see in the future.

Too, I would not want to overlook our construction contractors who worked so hard to make it possible for Charlotte Motor Speedway to be completed. They have done a two-year job in about nine months, and the Speedway is quite a tribute to them and their employees.

Again, I want to say "welcome" to each one of you fans . . . and to invite you to visit Charlotte Motor Speedway as often as you can. A lot of fans have asked me if I plan to keep on racing at Charlotte Motor Speedway. The answer is "yes," just as long and as often as possible.

Sincerely,

CURTIS TURNER

President

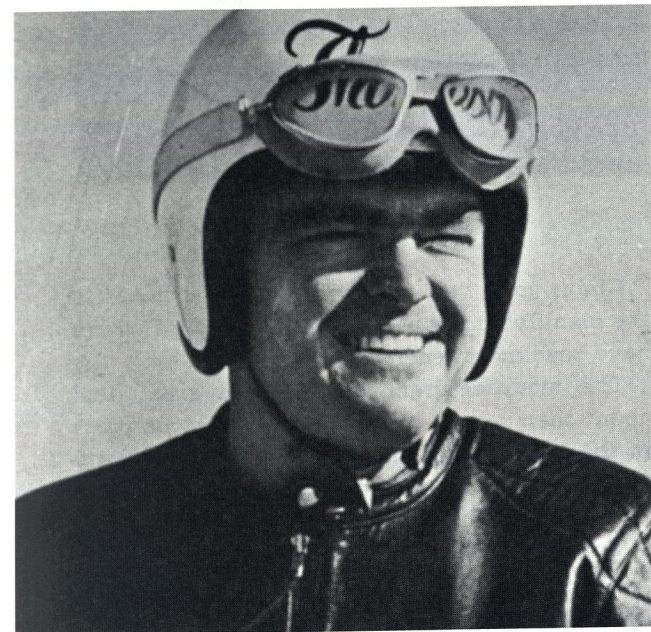
CHARLOTTE MOTOR SPEEDWAY



Light plane record holder uses Champions! Max Conrad set a new endurance record for single-engine, light planes last June . . . 7,668 miles non-stop! His Lycoming-powered Piper Comanche was sparked by Champions.



Outboard record holder uses Champions! Hugh Entrop holds the world's outboard motor record with a dazzling 107.8 miles per hour. His stock Mercury outboard was powered by Champion spark plugs.



Land speed record holder uses Champions! Mickey Thompson set a new American speed record of 363 m.p.h. at Bonneville Salt Flats last October. His car's four Pontiac engines were all sparked by Champions.



Indianapolis record holder uses Champions! Rodger Ward set a new record at Indianapolis last year at 135.8 miles per hour. Rodger, like 9 out of 10 race car winners, uses Champion spark plugs!

Q. Why do the record breakers, in field after field, use Champion spark plugs?

A. Because they know they can depend on Champions to wring every bit of performance out of every drop of gas. Your car will perform better, too (and save money on gasoline) with new Champions. Put in a set every 10,000 miles!

*Worn spark plugs waste lots of gas —
so check your plugs every 5,000 miles!*

CHAMPION

From The GENERAL MANAGER

Because of my responsibilities behind the scene in staging our first annual "World 600" race at Charlotte Motor Speedway, I will not be able to tell each of you that we are very happy to have you here for what we believe will be the greatest stock car race of them all. I use these means of telling you.

You might be interested in knowing that you are among race fans who have come from every state in the union and several foreign countries for the "World 600."

When I first became associated with automobile racing, and that was back in 1949, little did I realize how rapidly this exciting sport would grow within the next 10 years. I am particularly proud to have a part in this growth of the best sport in the world . . . barring none.

Furthermore, to be a part of Charlotte Motor Speedway and to be associated with Curtis Turner is even more gratifying. My home state of North Carolina has always been a good sports state . . . and it has been a wonderful state for stock car racing. No other state in the nation has equalled it.

And now that the first "World 600" is about to get underway, we are already thinking of the future of Charlotte Motor Speedway. We are not yet finished. A number of improvements will be made in the very near future, and when you come back to our next event, you may hardly recognize the place.

Naturally, it is with everyone in mind that these improvements and advancements will be made. Without respect to any particular order, we are thinking of the drivers, the fans, the car owners, the manufacturers, the mechanics, the officials and everyone else. The slogan Curtis and I have followed from the very beginning has been, "Charlotte Motor Speedway . . . it's for everyone," and it will be with this in mind that we will continue to work.



BRUTON SMITH

Curtis joins me in paying special tribute to the manufacturers and to the press, all of whom have been most generous to us.

The manufacturers will learn a great deal about their automobiles and their various parts in the "World 600" and other races at Charlotte Motor Speedway, and you, the public, will benefit in the long run.

The press, just as it always has, will meet its responsibility of keeping you informed of every phase of racing, whether it be from a technical standpoint or from a general coverage standpoint. No one has done more for racing than the collective press efforts of newspapers, radio and television. No institution is greater.

To welcome everyone, to invite you back, to ask for your suggestions and to hope that you enjoy every minute at Charlotte Motor Speedway is my happy privilege.

Sincerely,

BRUTON SMITH
Executive Vice President
General Manager
CHARLOTTE MOTOR SPEEDWAY

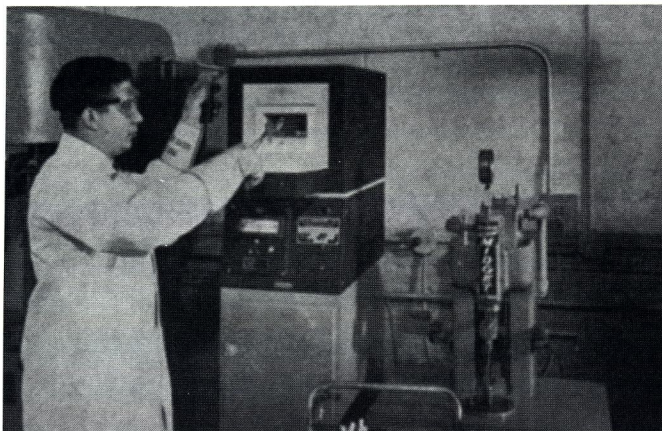
"Yours for LIFE,"
Dick Harris, Jr.



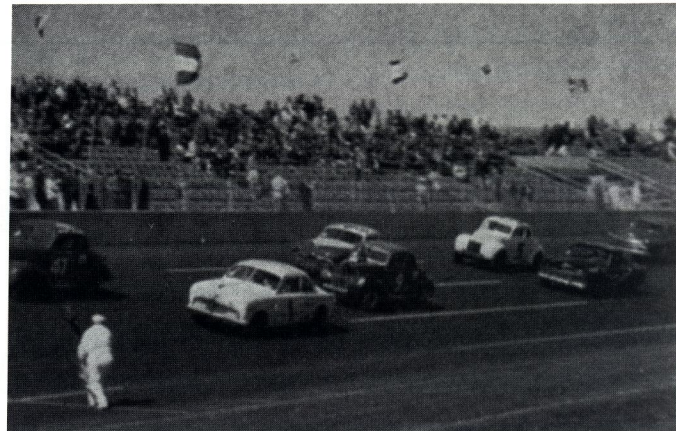
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HOME OFFICE: GREENSBORO, N. C.

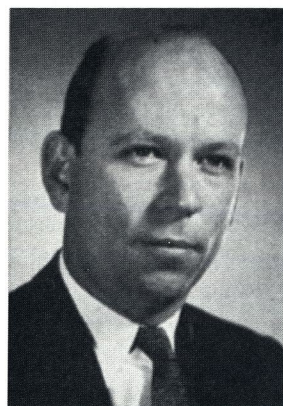


IN ENGINEERING, controlled conditions are used to find the finest materials and designs.



ON THE TRACK, spark plugs must perform perfectly under extreme operating conditions.

“Rugged testing makes Autolite Spark Plugs best for your car”

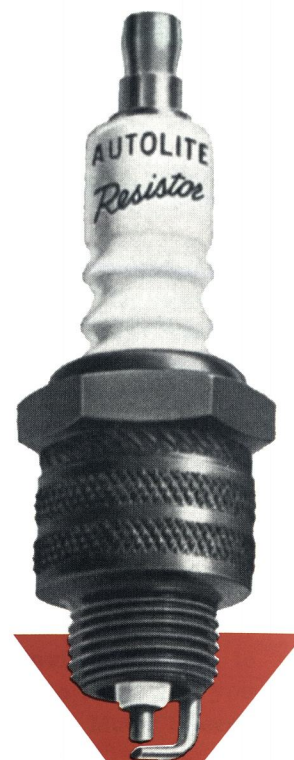


PAUL ATWELL, Chief Autolite Spark Plug Engineer, says: “There’s more to testing spark plugs than dynamometers and laboratory equipment. That’s why we take Autolite Spark Plugs to race tracks and out on the highway. That’s where spark plugs really get the ‘acid test’ of performance with demands that far exceed normal requirements. The result: better spark plug performance for racing and pleasure driving alike. Here’s one result of this kind of testing—Autolite Power Tip Spark Plugs . . .”

AUTOLITE POWER TIP CLEANS ITSELF WHILE YOU DRIVE. Autolite’s protruding Power Tip gets to the heart of combustion where it gets hot faster to burn away gas-wasting, power-robbing deposits before they form. As a result, Autolite Power Tip *cleans itself while you drive*, “fires up” your engine for peak performance and economy at all speeds.



AUTOLITE® POWER TIP SPARK PLUGS



USE THIS CHART
TO CHECK LAP TIMES
AGAINST MILES PER HOUR



Timing Chart For 1½ Mile Track . . . Charlotte Motor Speedway

Lap Time	M.P.H.	Lap Time	M.P.H.	Lap Time	M.P.H.	Lap Time	M.P.H.
36.0	150.000	41.0	131.707	46.0	117.391	51.0	105.882
36.1	149.584	41.1	131.386	46.1	117.136	51.1	105.675
36.2	149.171	41.2	131.067	46.2	116.883	51.2	105.468
36.3	148.760	41.3	130.750	46.3	116.630	51.3	105.263
36.4	148.351	41.4	130.434	46.4	116.379	51.4	105.058
36.5	147.945	41.5	130.120	46.5	116.129	51.5	104.854
36.6	147.540	41.6	129.807	46.6	115.879	51.6	104.651
36.7	147.138	41.7	129.496	46.7	115.631	51.7	104.448
36.8	146.739	41.8	129.186	46.8	115.384	51.8	104.247
36.9	146.341	41.9	128.878	46.9	115.138	51.9	104.046
37.0	145.945	42.0	128.571	47.0	114.893	52.0	103.846
37.1	145.552	42.1	128.266	47.1	114.649	52.1	103.646
37.2	145.161	42.2	127.962	47.2	114.406	52.2	103.448
37.3	144.772	42.3	127.659	47.3	114.164	52.3	103.250
37.4	144.385	42.4	127.358	47.4	113.924	52.4	103.053
37.5	144.000	42.5	127.058	47.5	113.684	52.5	102.857
37.6	143.617	42.6	126.766	47.6	113.445	52.6	102.661
37.7	143.236	42.7	126.463	47.7	113.207	52.7	102.466
37.8	142.857	42.8	126.168	47.8	112.970	52.8	102.272
37.9	142.480	42.9	125.874	47.9	112.734	52.9	102.079
38.0	142.105	43.0	125.581	48.0	112.500	53.0	101.886
38.1	141.732	43.1	125.290	48.1	112.266	53.1	101.694
38.2	141.361	43.2	125.000	48.2	112.033	53.2	101.503
38.3	140.992	43.3	124.711	48.3	111.801	53.3	101.313
38.4	140.625	43.4	124.423	48.4	111.570	53.4	101.123
38.5	140.259	43.5	124.137	48.5	111.340	53.5	100.934
38.6	139.896	43.6	123.853	48.6	111.111	53.6	100.746
38.7	139.534	43.7	123.569	48.7	110.882	53.7	100.558
38.8	139.175	43.8	123.287	48.8	110.655	53.8	100.371
38.9	138.817	43.9	123.006	48.9	110.429	53.9	100.185
39.0	138.461	44.0	122.727	49.0	110.204	54.0	100.000
39.1	138.107	44.1	122.448	49.1	109.979	54.1	99.815
39.2	137.755	44.2	122.171	49.2	109.756	54.2	99.630
39.3	137.404	44.3	121.896	49.3	109.533	54.3	99.447
39.4	137.055	44.4	121.621	49.4	109.311	54.4	99.264
39.5	136.708	44.5	121.348	49.5	109.090	54.5	99.082
39.6	136.363	44.6	121.076	49.6	108.870	54.6	98.901
39.7	136.020	44.7	120.805	49.7	108.651	54.7	98.720
39.8	135.678	44.8	120.535	49.8	108.433	54.8	98.540
39.9	135.338	44.9	120.267	49.9	108.216	54.9	98.360
40.0	135.000	45.0	120.000	50.0	108.000	55.0	98.181
40.1	134.663	45.1	119.733	50.1	107.784	55.1	98.003
40.2	134.328	45.2	119.469	50.2	107.569	55.2	97.826
40.3	133.995	45.3	119.205	50.3	107.355	55.3	97.649
40.4	133.663	45.4	118.942	50.4	107.142	55.4	97.472
40.5	133.333	45.5	118.681	50.5	106.930	55.5	97.297
40.6	133.004	45.6	118.421	50.6	106.719	55.6	97.122
40.7	132.678	45.7	118.161	50.7	106.508	55.7	96.947
40.8	132.352	45.8	117.903	50.8	106.299	55.8	96.774
40.9	132.029	45.9	117.647	50.9	106.090	55.9	96.601





MOMENTOUS OCCASION — When the first shovel of dirt for Charlotte Motor Speedway was turned last July, it was a hot, sultry day, yet one that was greeted with enthusiasm. Some of the camera action caught included: 1. Miss Charlotte of 1960 (Miss Mitzi Minor) and Curtis Turner talk it over as they survey the situation. 2. North Carolina Lt. Gov. Luther E. Barnhardt of Concord (arrow indicating) headed the ground-breaking party. 3. Curtis Turner and Bruton Smith took a ride with Miss Carolyn Melton (Miss Southern 500) on one of the big DW 21 Cats. 4. Miss Melton used a gold shovel to start the moving of more than 3 million cubic yards of dirt. 5. Curtis Turner points out one of the turns to Miss Melton. (Note the size of the earth-moving machine's tire just back of them.)

WHERE FRIEND MEETS FRIEND

SERVING CHEVROLET OWNERS IN PROGRESSIVE PIEDMONT NORTH CAROLINA
FROM THE NORTH . . . AT REIDSVILLE



U. S. Hwy. 29 — 18 Miles North of Greensboro
In the Center of Reidsville



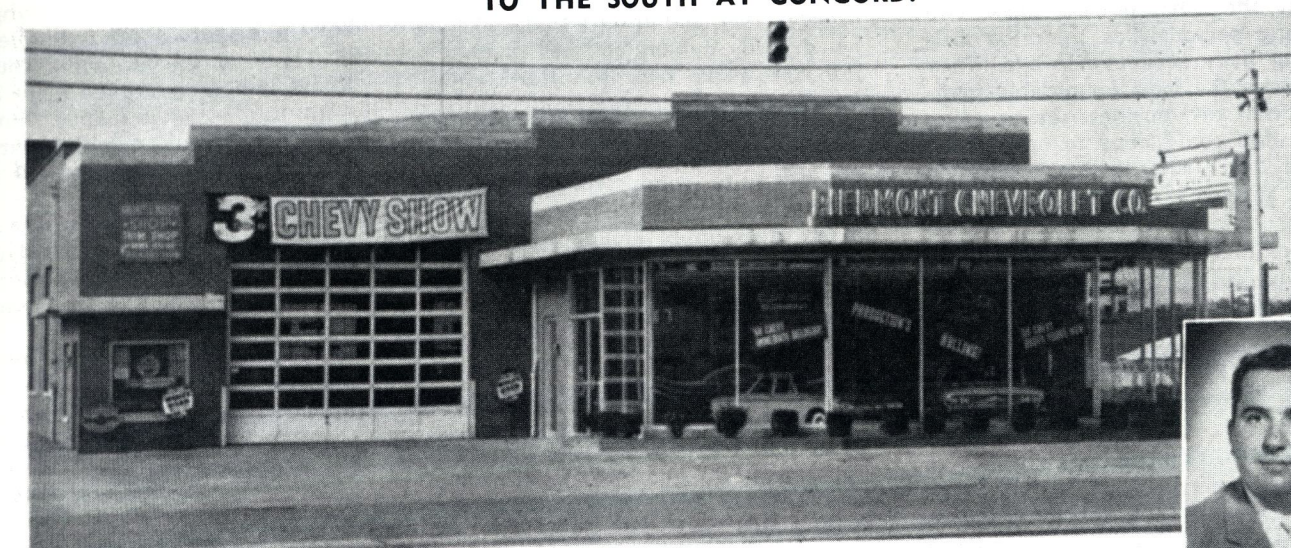
"WM." PRESNELL
Manager

REIDSVILLE, N. C.

FRIENDLY CHEVROLET

Our Special Aim — To Make Sales That Satisfy!

TO THE SOUTH AT CONCORD!



U. S. Hwy. 29 — 18 Miles North of Charlotte
Next to Howard Johnson's Restaurant



"ART" THOMAS, JR.
Manager

CONCORD, N. C.

PIEDMONT CHEVROLET

They Said "It Couldn't Be Done..."

The Charlotte Motor Speedway story is a most unusual and fascinating one.

To snatch a television phrase, and one which is most apropos for the occasion, "They Said It Couldn't Be Done!" What's more, it appeared at times that they were right. But, by borrowing three weeks of time from the original May 29 date and shifting the "World 600" to June 19, "It Could Be Done!"

Recapitulating a bit, the "couldn't be done" atmosphere revolved around the choosing of a perfect site and the mammoth task of constructing Charlotte Motor Speedway.

But, first, let's go back a little before that. Just when the idea for Charlotte Motor Speedway was spawned, no one has openly confessed. Regardless of this, the first public announcement came about a year ago and for a short time it appeared that the Great Queen City of the South just might have two such facilities . . . that is, if both Curtis Turner and Bruton Smith pursued to consummation their published plans. Each said he was planning to build a major speedway in the area.

To boil it down quicker, however, both soon realized that the best efforts of both was the only logical step . . . and the merger took place. From the very outset, these two leading personalities in automobile racing have seen eye-to-eye. They comprise the most formidable management any business or sporting operation could hope to have. With these two, everything assumes a "we" approach.

Curtis and Bruton set out to raise approximately \$300,000 through pre-incorporate stock subscriptions, same to be closed on August 19, 1960. The effort was oversubscribed by more than 25 per cent, and Charlotte Motor Speedway was on its way.

Almost every acre of land from Concord to Pineville and on various other highways was surveyed. Some of the property was not available at any price, some was available but the price was outrageously inflated and still other property simply didn't have the access highways that

By **EARL KELLEY**
Public Relations Director

would be needed for North Carolina's major league speedway.

Once this ideal site on U. S. Highway 29 almost midway between Charlotte and Concord was chosen, the problems were just beginning. From the time Lt. Gov. Luther E. Barnhardt turned the first shovel of dirt at ground-breaking ceremonies on July 29, 1960, the battle of the bog and dust was really on.

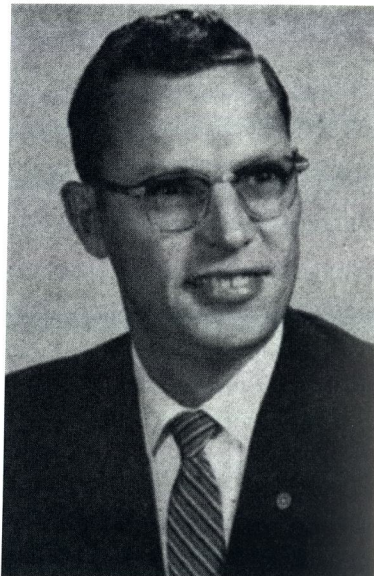
None of us will ever forget the last few months of 1959 when more than 10 inches of excessive rainfall came our way. Neither can we forget the three big winter snows, plus an ice storm and then seven days of rain one week later. All of this immobilized the giant earth-moving equipment of W. Owen Flowe and Sons, our main contractor, on countless days that were badly needed to get the job done.

"Most projects of this scope and size would take two, maybe three years," is the way Mr. Flowe put it, but he kept moving the dirt even when he had to move the snow to move the mud to move the dirt.

This is not taking into account the areas of rock and granite that had to be drilled, dynamited and hauled into the gorge near the third and fourth turns. Two 11½-hour shifts were operated on numerous days, and even so, this phase of the project is not quite completed. However, rest assured that this and many, many other improvements are in the making for Charlotte Motor Speedway. It is, as Bruton Smith has said elsewhere in your first annual souvenir program, "you will hardly recognize the place when you come back for our next big event."

Those who visited the scene periodically expressed amazement at the progress from week-to-week, and only as race day approached, were they convinced that all of this "could be done."

More and more will be done as Charlotte Motor Speedway takes its place as a truly major league racing



EARL KELLEY

plant, one that is designed for everyone concerned and one that is a fitting tribute to the growing numbers of stock car racing fans.

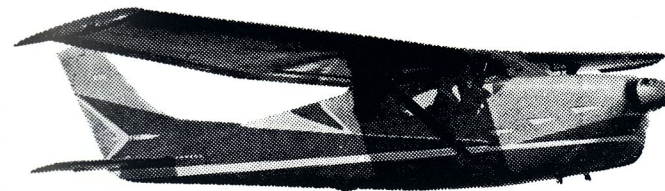
For the fans, there are already more than 40,000 reserved grandstand seats . . . with more to come in the future as the GM Grandstand is double-decked, and, with each seat affording maximum viewing.

For the drivers, there is the beautiful 1½-mile paved racing course with its 24-degree banked turns and its unique octagon-shaped home-stretch design, all of which permit ultra high speeds, yet demand exacting driving skill.

The car owners, the mechanics and the participating manufacturers have been afforded spacious facilities as they carry out their chores behind the scene.

Members of the press — newspapers, radio and television — have a perfect vantage point from which to watch the action at Charlotte Motor Speedway so they can keep their millions of readers, listeners and viewers informed.

These advanced concepts of major league automobile racing have come through careful and deliberate planning — even though many said, "It Couldn't Be Done!"



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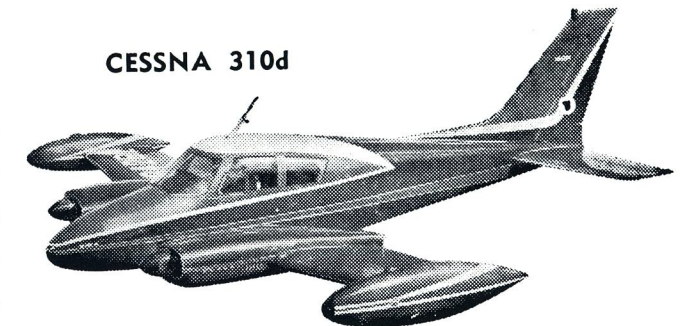
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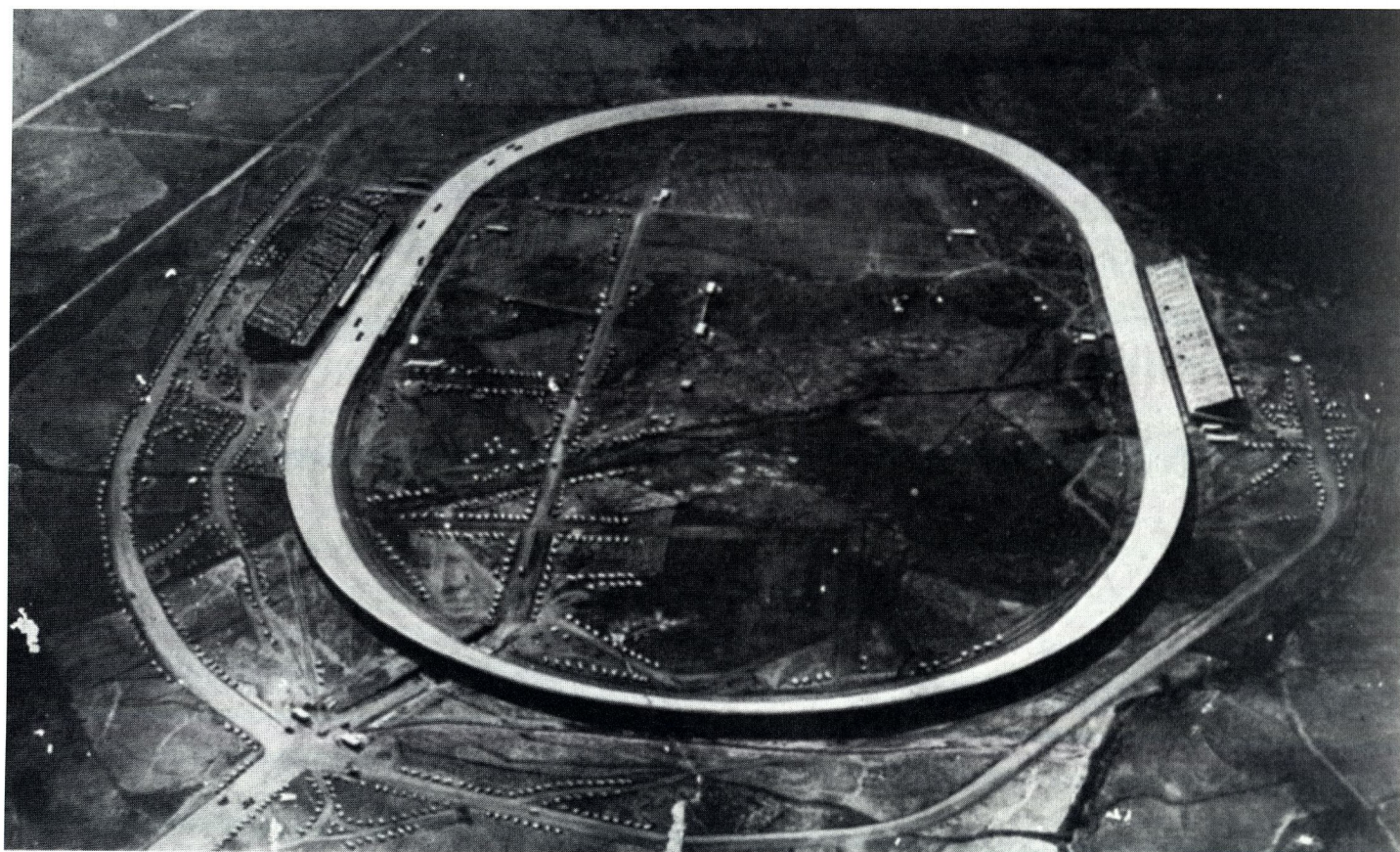
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AN UNUSUAL AERIAL PHOTO OF CHARLOTTE SPEEDWAY
... a fantastic board track back in 1924-1926

The Incredible Story of Charlotte's Bold Venture Into Racing 35 Years Ago

By MAX MUHLEMAN
Charlotte News Sports Writer

SPECIAL CREDIT
to
RUSS CATLIN
Public Relations Director
Darlington International Raceway
Darlington, S. C.
and
OSMOND L. BARRINGER
First General Manager
Charlotte Board Track
Charlotte, N. C.
and
JOHN DALY
Business Editor
The Charlotte News
Charlotte, N. C.

In a day when such a splendid chauffeur as Fireball Roberts can wring no more than 128 miles per hour out of a magnificently prepared example of brute Detroit horsepower (as was the case in this month's Rebel 300 race at Darlington, S. C.), it is rather disconcerting to recall that the old-timers were running five miles an hour faster 35 years ago.

So it was at Charlotte Speedway in 1925, two years before Babe Ruth swatted his untouchable 60 home runs. An ever-smiling Italian named Pete DePaolo drove a machine bearing the name "Duesenberg" to a one-lap clocking of 132.8 miles per hour on a mile and one-quarter track built entirely of pine boards.

Incredible to those who cannot recall the 1924-27 era of Charlotte Speedway, but true—pine boards. And such

dramatically arranged pine boards! The two turns were banked a staggering 40 degrees, nine degrees steeper than the asphalt cliffs of modern Daytona International Speedway. Straightaways were 800 feet long, with the running surface composed of green pine 2x4s laid edge-wise.

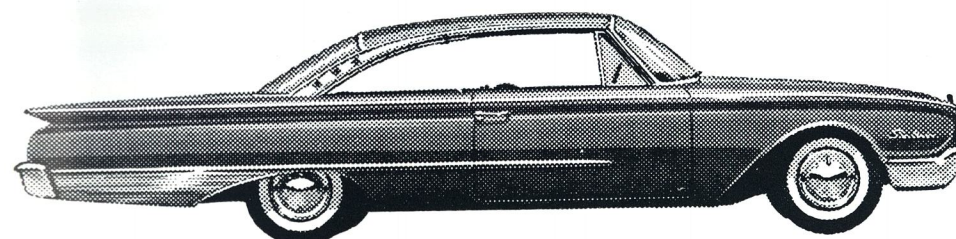
An army of 300 workmen, mostly carpenters, labored 40 days and nights to complete the plant for its 1924 opener. The site was 10 miles south of Charlotte, N. C.'s Independence Square bordering what is now known as the Old Pineville Road. When the plant was complete four million feet of Carolina lumber and eighty tons of nails and spikes had gone into the construction. Overall cost was figured at nearly half a million dollars.

(Continued on Page 18)

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MR. OSMOND L. BARRINGER . . . the first general manager of
Charlotte's fabulous board speedway in the 1920's

Charlotte Racing . . . 35 Years Ago

(Continued from Page 16)

The construction engineer was Jack Prince, and so well did he do his job that Charlotte Speedway set the stage for modernization of other board tracks then in operation and was a standard for those to come.

Osmond L. Barringer, still a Charlotte resident, was one of the principal ramrods and emerged the Speedway's first general manager. His recollections of the track's early days indicate that the project was monumental. "From the time the thing was conceived to the day it was finished no more than 63 days expired," Barringer relates. "Workers were at the job 18 hours a day . . . money was a constant problem . . . it was built on a shoestring," says the still-industrious gentleman who claims the distinction of being the South's first automobile dealer.

"The way that thing was constructed reminded you of the way a gang of army engineers might have built it—just as fast as it could be pieced together," observes J. A. Daly, now business editor of the Charlotte News

(Continued on Page 20)

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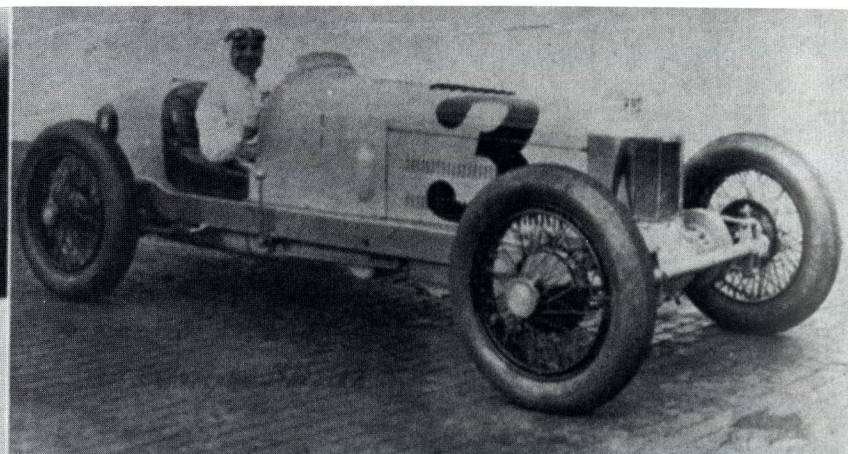
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EARL COOPER



PETER DePAOLO

Charlotte Racing . . . 35 Years Ago

(Continued from Page 18)

and then guardian of the purse monies for the race-sanctioning American Automobile Assn.

The Speedway incorporated with Barringer as general manager, Lane Etheredge as president and B. D. Heath as secretary-treasurer. Powerful figures behind the scenes were the late C. C. Coddington and the late Lee A. Folger, who were closely associated in the Buick automobile distributing business in Charlotte.

The spark which was to set Charlotte ablaze with speed was struck when Barringer and Heath attended a race at Indianapolis, Ind. The two men decided that a major speedway was just the thing for their North Carolina neighbors and immediately began mapping plans. In June of 1924, after ground had been broken, Barringer journeyed to Altoona, Pennsylvania, to sign a field of drivers that would compete in Charlotte Speedway's October 25th inaugural—a 250-mile national championship race for the high-speed cars such as ran Indianapolis, Kansas City, Los Angeles, Fresno, Altoona, Tacoma and San Francisco. It was also the Altoona track which inspired Charlotte Speedway's design.

Barringer's quest of the country's top driving talent was a complete success. Charlotte Speedway became a national by-word when Jimmy Murphy, the national champion and only American race driver to have won a European Grand Prix, shattered his familiar shroud of modesty by predicting new speed records at every

distance and adding that he, for one, intended to seek those marks. In all, 14 eminent drivers were signed although three met their death before Charlotte's grand opening came to pass. Ironically, Murphy was one of the fated three. He suffered fatal injuries when his racer smashed through a fence at Syracuse, N. Y., September 15th.

But the fever had already begun to spread. The advance ticket sale included orders from every state east of the Mississippi River. Special trains were chartered by spectators from such distant points as New York, Pennsylvania and Ohio. A shuttle train was set up to whisk fans from Charlotte to the speedway every hour of race day.

Still more prestige was pumped into the Speedway when Barringer announced that Fred Wagner, the renowned New York publisher known as "Mr. Auto Racing," had been signed to act as official starter for the race. Every important racing event held in America since 1909 had claimed this unique individual as its top official. His fee was \$1,000 per race, and many track owners, including those at Indianapolis, insisted the man was worth five times that amount. His control of race drivers and race progress was unequalled.

The final pieces of the huge planning puzzle fell into place when a special trainload of 12 race cars and drivers departed from Fresno, California's championship race October 2nd, bound for North Carolina and the virgin boards of Charlotte Speedway.

The Charlotte boards had a baptism of blood. On October 16th a promising young driver named Ernie Ansterberg was circling the track in a practice run at barely over 100 miles per hour when he suddenly crashed into the guard rail and was killed in an accident which was never completely explained. The generally accepted story was that he had been experimenting with a special gear which failed to brake his machine in the corners as he had anticipated. In short, he tried to negotiate the awesome Charlotte Speedway banks without retaining absolute control of his machine. The Charlotte Masonic Lodge took charge of the body and ac-

(Continued on Page 22)



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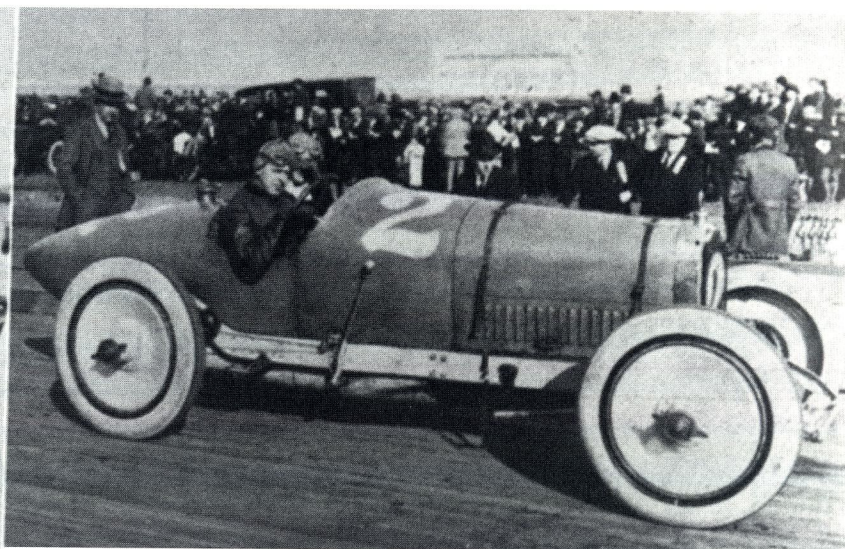
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FRANK LOCKHART



TOMMY MILTON

Charlotte Racing . . . 35 Years Ago

(Continued from Page 20)

complicated the remains to Concord, Michigan, where last rites were held.

As Jimmy Murphy had surmised, Charlotte Speedway offered speed such as the country had never seen. Tommy Milton flirted with the existing world record with a lap at 125.7 miles per hour and a day later Benny Hill eclipsed it with a 126.4 clocking. By race day, however, nearly every one of the 11 participating drivers had bettered the 125 mark.

These were remarkably engineered automobiles which raced in that memorable inaugural. A noteworthy example of the typical powerplant was the Miller engine, one of the most common. It displaced a mere 91 cubic inches, yet turned more than 5,000 revolutions per minute. It has been called one of the world's most amazing eight cylinder engines.

On race day Charlotte Speedway's front stretch grandstand and backstretch bleachers were jammed. Attendance was estimated at more than 30,000. And the show was a dramatic one. Starting positions were determined by a draw which put Pete DePaolo on the front row and Tommy Milton on the last. DePaolo, who won many a spectator's heart with his habit of tying one of his son's baby shoes to the inside of his car, rocketed away to an early lead and a new world record of over 120 miles per hour at 50 miles.

But eventually DePaolo was forced to the pits and from the rear of the field Milton came storming. He picked off his running mates one-by-one until finally just Earl Cooper, the only three-time AAA champion, remained. Cooper was flagged the winner but a check of the timing tape showed Milton to have won with the record-breaking average of 115.8 miles per hour for the 250 miles.

The inaugural race had left Charlotte Speedway swimming in success. The following year, 1925, Charlotte opened the season in the East with another 250-miler after DePaolo and Milton had won championship events in California. This time DePaolo scorched the Carolina boards with his astronomical 132.8 lap, but on race day it was Cooper who carted home the big money from a \$25,000 purse. His average speed was 121.6 miles per hour with Harry Hartz second and Milton third. This time 12 machines were in the starting field. The official spectator count soared to 55,000. Now there was not the slightest shadow of doubt—Charlotte Speedway was as big league as Col. Rupert's New York Yankees.

Armistice Day, 1925, saw AAA's best make another 250 miles on the Speedway, with Milton picking up his second Charlotte victory at an average speed of 124.28 miles per hour. The following May Earl Devore was the first man home after 250 miles, but his speed failed to exceed Milton's 124-plus. This was the last of Charlotte's long distance races and drew a paid gate of 35,000. AAA had converted to "sprint racing," whereby a series of short races, leading up to a feature, was the program. The first of these came to North Carolina's now-famous Speedway on August 23, 1926.

The big name in sprints at Charlotte was Frank Lockhart of California, who won a 25-mile event in November, 1926, at the fabulous speed of 132.4 MPH. But racing was not long for the Carolina boards. When Lockhart breezed to victory in a 25-mile race there in September of 1927, his average was five miles an hour off the record—the first hint that the trusty pine boards had begun to deteriorate.

Soon splinters, kicked back by the rear wheels of the speeding cars, became a dangerous problem. Eventually whole planks began to rise on end and remain propped in the air until volunteers risked their lives to venture onto the course and stamp the loose board back into place before the next car appeared.

Speedway officials were faced with an unavoidable problem—repair, rebuild or abandon. The latter course seemed studiously out of the question, for the track had been a steady money-maker although the original construction investment had not yet been realized.

But before positive steps could be taken, Charlotte Speedway was struck down by the devastating financial disaster period which crumbled many an American dream—the Great Depression. Sometime in the early days of World War II its remains were torn down for lumber which had been rather remarkably preserved in the open air.

As Russ Catlin, the nation's foremost historian of the board track era, wrote, "its failure came not through a failure of operation, but from the elements over which no man has control."

Perhaps the most beautiful epitaph of all was penned by Pete DePaolo, who sped over its boards a thousand and one times: "The life of the journeyman race driver is one of travel, new friends and excitement."

"Everywhere we raced we met people with great interest in our sport, but never, in the entire circuit, did we enjoy our visit to a track more than we did the ones we made to North Carolina. The warmth of our greeting was sincere and it became a custom following each race for us to give the public a statement of thanks and a promise to return."

From the air, the outline of the old board track near Pineville can still be made out, a ghostly reminder of the days more than 30 years ago when drivers such as DePaolo, Milton, Cooper and Lockhart blazed trails of speed which still draw blushes of envy from the best of their modern day counterparts.

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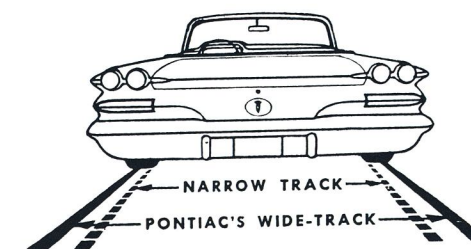
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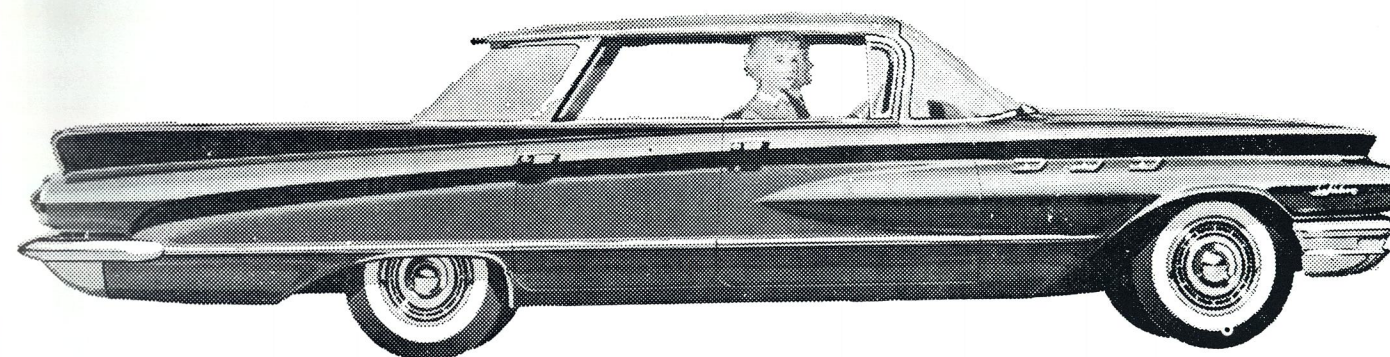
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CHARLOTTE, N. C.



CHARLOTTE MOTOR SPEEDWAY CONSTRUCTION — 1. An aerial view taken in October, 1959 during early stages of construction. The pit area is where the house in the center is shown. 2. Big earth-moving pan works on third turn. 3. Big shovel pours dirt into back of back-dump truck. This scene was repeated 24 hours a day on many, many occasions. 4. Curtis Turner holds his hand up to give you an idea of the 24-degree elevation of the turns. 5. General Manager Bruton Smith (right) talks to veteran NASCAR driver Jimmy Thompson during a visit to the Speedway. 6. Here's one of the 1960 Buick Station Wagons used by Charlotte Motor Speedway. They've been most dependable, economical and comfortable on the tours they've been taken around the country. 7. The scene after one of three big winter snows that crippled construction progress. 8. The mushroom in the background came up when crews dynamited some of the rock near the second turn.

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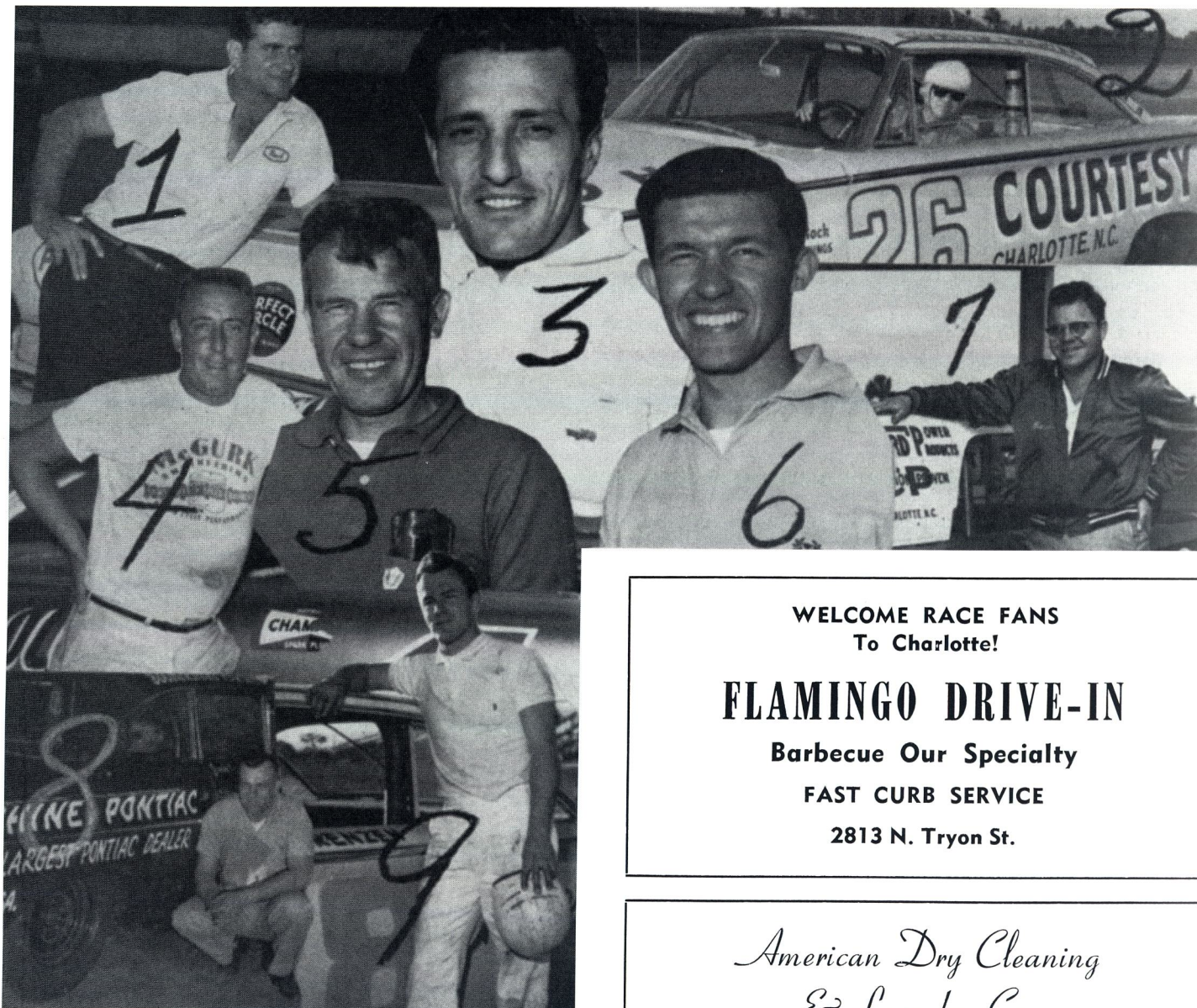
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SOME OF THE DRIVERS TO WATCH — Above are nine of NASCAR's top late model drivers. They are: (1) Buck Baker, Spartanburg, S. C.; (2) Joe Weatherly, Norfolk, Va.; (3) Tiger Tom Pistone, Chicago, Ill.; (4) Rex White, Spartanburg, S. C.; (5) Lee Petty, Randleman, N. C.; (6) Richard Petty, Randleman, N. C.; (7) Edwin (Banjo) Matthews, Asheville, N. C.; (8) Jack Smith, Spartanburg, S. C.; and (9) Fred Lorenzen, Chicago, Ill. (Taylor Warren Photos)

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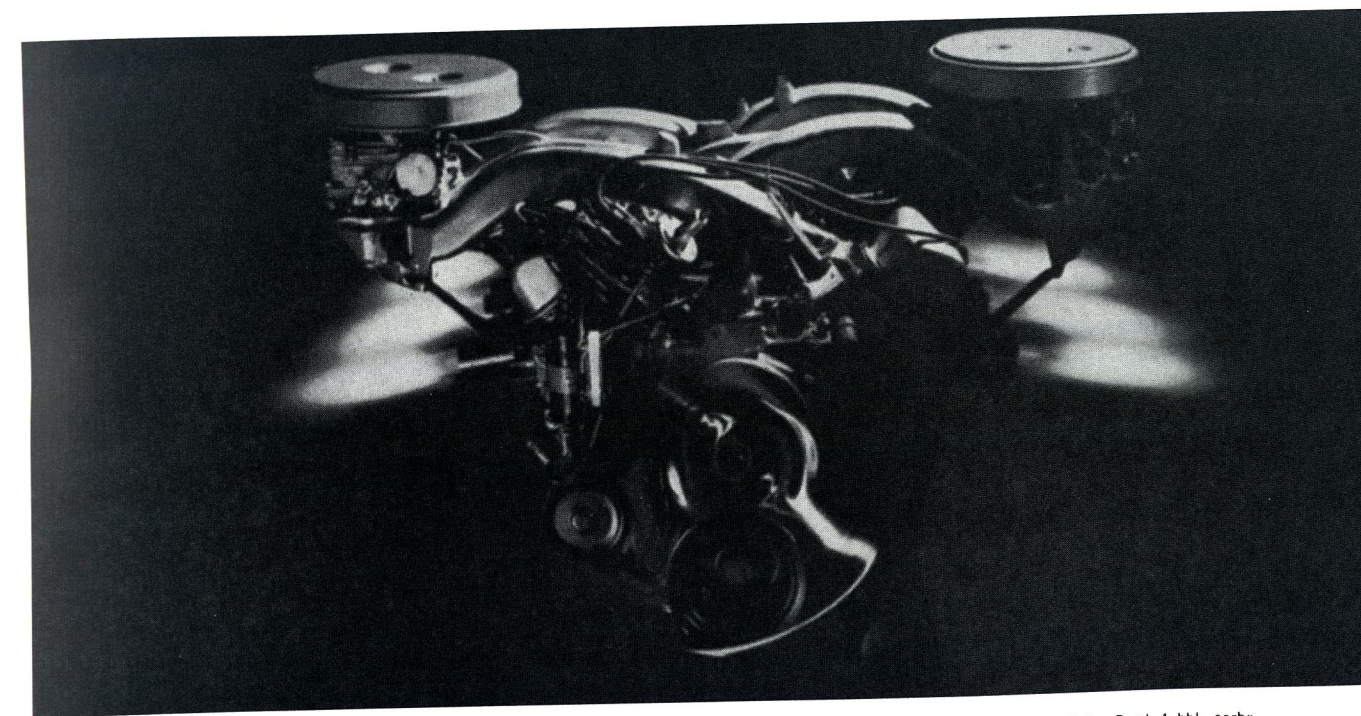
Plymouth **SonoRamic** uses long, curving intake manifolds to provide the results of a positive displacement supercharger. The air-fuel mixture moves through the manifold tubes until the intake valve closes. This sets up a compression wave which travels back and forth at high frequency, building enormous pressure and ramming home a super charge at the optimum time.

Once you **hear SonoRamic**, you'll have to try it! You'll find it handles marvelously in the '60 Plymouth because the new welded Plymouth Unibody, with Torsion-Aire suspension, has the solid rigidity and strength high performance demands. Available (extra cost) in two versions—in ANY body model!

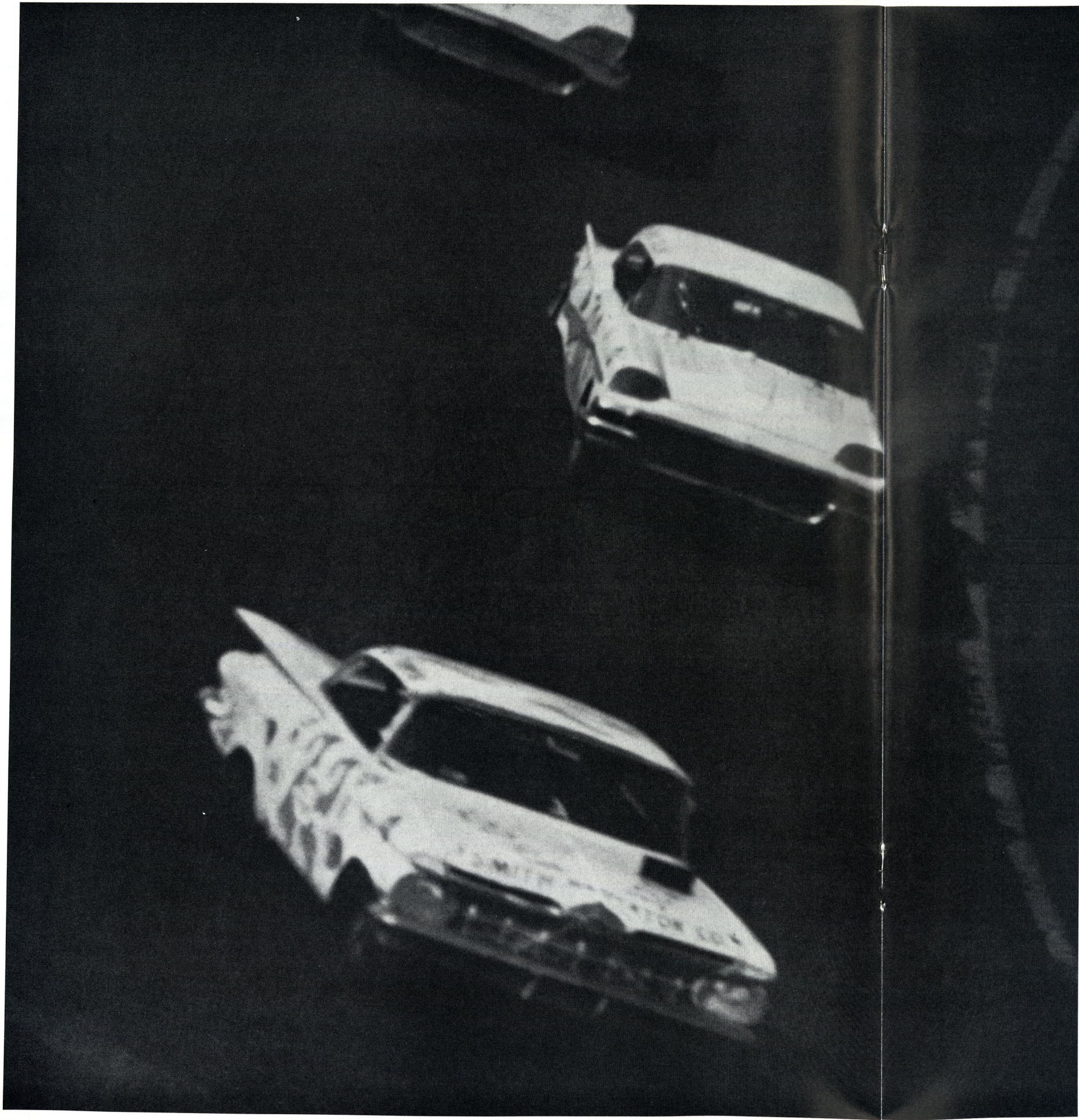
Note: There's more big Plymouth engine news at the other end of the scale for '60—the 30-D Economy Six, first American production car with engine slanted at a 30-degree angle. Aluminum intake manifold, many other advances. Slanting of engine lowers center of gravity, makes car easier to handle, simplifies servicing and many adjustments. An economy engine which still gives brisk performance.

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*Firestone Rubber-X is compounded specifically for each type of car, truck, farm implement and construction tire.

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THEY'LL BE IN ACTION — Watch out for these drivers in the "World 600." They are: (1) Glenn "Fireball" Roberts, Daytona Beach, Fla.; (2) Junior Johnson, Ronda, N. C.; (3) Len Williams (left) and Tim Flock, "World 600" souvenir program directors, converse with their pal, cohort and chum, "Oink" Johnson (if you haven't heard the joke, get Tim or Len to tell you about it); (4) Jim Reed, Peekskill, N. Y.; (5) Ned Jarrett, Newton, N. C.; (6) Bob Welborn, Atlanta, Ga.; and (7) Everett "Cotton" Owens, Spartanburg, S. C. (Photos by Taylor Warren, Daytona Beach, Fla., and Glenn Moody, Charlotte, N. C.)

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The Winning Mechanics Award will be presented to the Chief Mechanic of the winning cars at the Darlington "500", the Northern "500", the Riverside "500", The Daytona International Sweepstakes, and the NASCAR Grand National Circuit, Convertible Championship Circuit, Sportsmen's Championship Circuit, Modified Championship Circuit, Midget Championship Circuit and Short Track Championship Circuit.

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First North Carolina Governor Once Owned Charlotte Motor Speedway Site

By Theresa Thomas
Charlotte Observer Staff Writer

[See Picture Layout on Page Forty]

A man who died 151 years ago made hurtling racing cars turn aside and roar along a diverted course.

Nathaniel Alexander was that man and the autos on the new Charlotte Motor Speedway are the modern monsters whose wild rush was turned aside.

The multi-million dollar speedway is built where once the first elected governor of North Carolina from Mecklenburg rode his horse over his placid acres and the devotees of speed were swerved aside to spare his home.

It, and the raceway, are located about 12 miles from Charlotte on Highway 29 north in what is now Cabarrus County but was then Mecklenburg.

The house stands much as it did when it was built in 1774. Wings have been added and white weatherboarding covers the original walls of hand-hewn logs.

It is a placid place still, despite the groaning earth moving machines which labored almost beneath its windows building the track, and the zooming vehicles which screech past its stoop.

Its windows of bubbly, handmade glass, have looked out on many scenes, but none more exciting than the races, the cheering crowds, the hard fought battles of the track, the drama of speed and more speed that are enacted before them.

But these are not the first events fraught with tension it has known. There was the day in 1805 when Nathaniel was elected governor of North Carolina. There was the visit of George Washington when he made his tour of the nation.

Ah, that was a day. Washington arrived from Charlotte, so the story goes, and all went well until he discovered that his powder puff had been left behind. Then, if legend is to be trusted, George went into a tizzy. How was his wig to be powdered for the evening's festivities without a powder puff?

They say a messenger was dispatched to Charlotte on the fastest horse available and the Father of his Country was able to greet the gentry of the neighborhood that evening in a serene, well-powdered state.

The original part of the house is two-storied and follows the pattern of most of the homes of the well-to-do of the period.

It is square, with a hall running down the center from which a stairway leads to the upper floor.

To the left is a large room which obviously was the parlor. The once massive fireplace has been bricked in but the outlines of the original are still visible.

There are two huge chimneys at either end of the house. These were constructed of hand-made brick, molded from the red clay of the land itself, probably by slave artisans.

All the floors are of wide, hand-hewn boards, grooved in many places by the countless feet that have walked there.

To the right of the hall is a bedroom, which until very recently boasted an interesting memento of the past. On the wavy green glass of one of its windowpanes was a name and a date.

Long ago a girl must have stood there looking out over winter-drab fields. Perhaps she idly took a diamond ring from her finger and began tracing on the glass. There appeared her name, Emma Granger. Below was the date Feb. 4, 1842.

Who was Emma Granger? No one seems to know, but she left her mark for over a hundred years.

A short time ago, the pane of glass disappeared. Upstairs are bedrooms with the same wide boards, the same hand-made glass, the same sense of quiet peace of a well beloved, lived-in home.

Behind the house was the outside kitchen. This fell before the advance of the racing cars however, for it was destroyed in order that the grandstand could be built on its site. It too was built of logs, mud-chinked and bearing the marks of the axe that squared the virgin timber into big logs.

Where the nine foot fireplace was had been boarded over but its ghost was still plain to be seen.

Memories of the countless delicious meals cooked there seemed to linger about the little house, includ-

ing the sumptuous banquet that must have been served to George Washington, after he calmed down enough to enjoy it.

There are two cemeteries on small knolls not far from the house. One, enclosed by a ragged field stone wall and dotted with marble slabs, is the family burying ground.

The other is the resting place of slaves. Bruton Smith and Curtis Turner, officials of the Charlotte Motor Speedway are protecting those hallowed spots.

Plans are to enclose each plot with a picket fence, to clean up both and repair the broken stones in the family area. Then visitors to the races may go from the exciting hubbub of the present to the quiet of the past.

Buried in the cemetery are several men who played their part in the country's history. There is General Robert W. Smith who must have been a friend of his commander, George Washington.

The inscription on his stone reads: "Enlisted army of the Revolution under Gen. Greene and continued to the close of the war. He was a soldier, a statesman of undoubted purity, a man of unblemished integrity. An affectionate son, husband and father, kind and diligent."

There is his son, Major Robert W. Smith, and women and children of the family.

Governor Nathaniel Alexander was born in the Rocky River section of Mecklenburg County in 1756. He was graduated from Princeton in 1776. He married Margaret Polk, daughter of Gen. Thomas Polk. There were no children born to the union.

He served as a member of the General Assembly of North Carolina for several terms. In 1803 he was elected to Congress and served until 1805 when he was elected governor of North Carolina.

Nathaniel Alexander himself is buried in the churchyard of the First Presbyterian Church in Charlotte. He died on Nov. 8, 1808 while on a visit to Salisbury.

Officials of the raceway, thinking about preserving a spot of historic interest, may restore the house as well as the cemeteries, if it is at all possible.

They may return the building to the original state, furnish it in proper period and style, authentic to the smallest candle-snuffer, and open it to the public.

Complete restoration will mean demolishing the added sections of the house, ripping off clapboards that hide the log walls. It will mean rebuilding the stoop and doorway through which George Washington entered, since in adding to the house the entrance was changed to face in a different direction.

If the program is carried out, race-goers will be able to take a few minutes out from the thrills of the track and step back into history.

The house has long been a mecca for school classes on field trips from both Cabarrus and Mecklenburg counties. With restoration, the youngsters' visits would be much more rewarding and educational.

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Weaverville, N. C., August 16th
Bob Welborn - Paul McDuffie

Marlboro, Md., April 5th
Rex White - Lou Clements

Concord, N. C., October 25th
Jack Smith - Bud Moore

"Rebel 300," Darlington, S. C., May 9th
Fireball Roberts - Paul McDuffie

Charlotte, N. C., November 8th
Jack Smith - Bud Moore

Buffalo, N. Y., July 18th
Jim Reed

At the "Southern 500" in Darlington, S. C., on Labor Day, Pedrick-equipped cars finished 2, 3, 4, 5, 8, 9, 10, 11, 13, 14, 15 — eleven out of the first fifteen, in spite of the fact that more than half the cars in the race were using other rings.



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Page Thirty-Nine



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THE HISTORIC TOUCH — There's a great deal of history behind the site on which Charlotte Motor Speedway is built. Take, for instance, (1) the house—George Washington slept here and the site was owned by the first elected governor of North Carolina, Nathaniel Alexander. (2) An overall view of the ancient cemetery just back of the Ford Grandstand. (3) The grave marker of Gen. Robert Smith, a general during the Revolutionary War in the 1700's. (4) The marker on the grave of Gen. Smith's son, Major Robert Smith. (5) The old log smokehouse built in the 1700's that had to be ripped away. (6) The marker on the grave of Sarah Smith, wife of Gen. Smith.

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20 LAPS	120 LAPS	220 LAPS	320 LAPS
1 _____	1 _____	1 _____	1 _____
2 _____	2 _____	2 _____	2 _____
3 _____	3 _____	3 _____	3 _____
4 _____	4 _____	4 _____	4 _____
5 _____	5 _____	5 _____	5 _____
40 LAPS	140 LAPS	240 LAPS	340 LAPS
1 _____	1 _____	1 _____	1 _____
2 _____	2 _____	2 _____	2 _____
3 _____	3 _____	3 _____	3 _____
4 _____	4 _____	4 _____	4 _____
5 _____	5 _____	5 _____	5 _____
60 LAPS	160 LAPS	260 LAPS	360 LAPS
1 _____	1 _____	1 _____	1 _____
2 _____	2 _____	2 _____	2 _____
3 _____	3 _____	3 _____	3 _____
4 _____	4 _____	4 _____	4 _____
5 _____	5 _____	5 _____	5 _____
80 LAPS	180 LAPS	280 LAPS	380 LAPS
1 _____	1 _____	1 _____	1 _____
2 _____	2 _____	2 _____	2 _____
3 _____	3 _____	3 _____	3 _____
4 _____	4 _____	4 _____	4 _____
5 _____	5 _____	5 _____	5 _____
100 LAPS	200 LAPS	300 LAPS	400 LAPS
1 _____	1 _____	1 _____	1 _____
2 _____	2 _____	2 _____	2 _____
3 _____	3 _____	3 _____	3 _____
4 _____	4 _____	4 _____	4 _____
5 _____	5 _____	5 _____	5 _____

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FULL-SPEED AHEAD — Here's the way Charlotte Motor Speedway looked the last week in April, 1960, as construction crews raced against the clock toward completion. 1. The sturdy tunnel beneath the fourth turn. 2. Looking at the site from the south end of the Ford Grandstand near the first turn. 3. Midway between the first and second turns. 4. Looking from the north end of the Chrysler Grandstand. 5. Bob Colvin (left), Darlington International Raceway president, and Bruton Smith (center), Charlotte Motor Speedway vice president, talk over racing plans with Champion Spark Plug Co. public relations director Dick McGeorge. 6. Rock removed from along the backstretch. 7. Looking at the second turn. 8. The backstretch and third turn take shape. 9. The fourth turn's 24-degree bank. 10. Crewmen work to get Johnny Beauchamp's car out back in a Charlotte Fairgrounds race.

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TIM FLOCK

LEN WILLIAMS

Program Directors

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ACCOMMODATIONS GUIDE
CHAMBER OF COMMERCE MYRTLE BEACH 53, S. C.

Petty...the champ... looks for the BIG ONE ...the "WORLD 600"

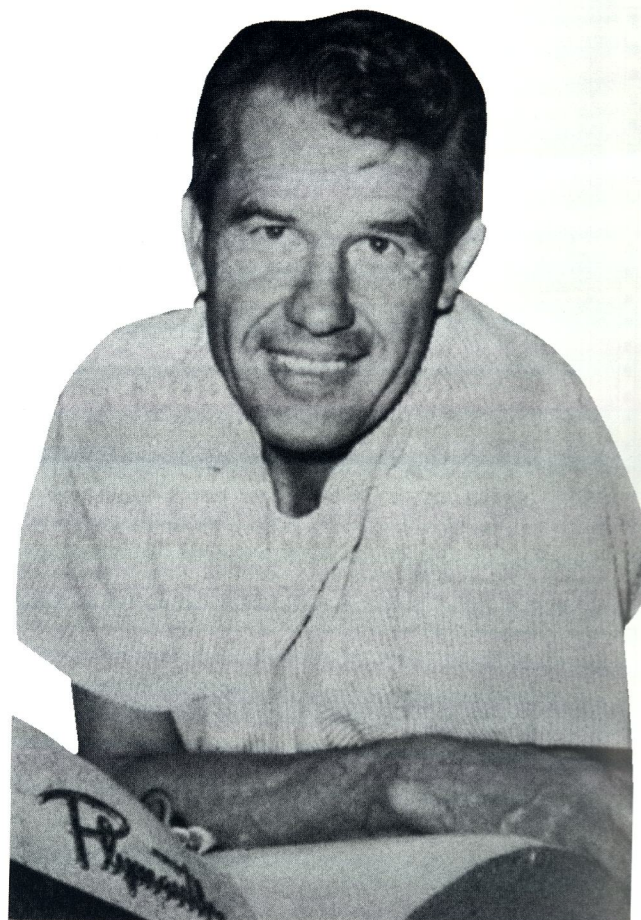
Lee Arnold Petty began driving late model stock cars on April 22, 1949 on the three-quarter mile dirt track on Charlotte's Wilkinson Blvd. That first day was no indication of what was to come within the next dozen years for the 45-year-old Tar Heel. He rolled his 1949 Buick in the second turn, but crawled from it unhurt.

Since that eventual debut, Petty has won practically all of the laurels possibly in stock car racing. He has been the national champion three times — 1954, 1958 and 1959. During last season he set an all-time record for money won — more than \$50,000. He won more races (12) in a single season than any other driver. He was in the top five more than any other driver — 31 times. He finished 41 of the 49 races he started, another record. His point total climbed to 11,792, another record, and 1,830 more than his nearest rival.

Petty has been voted NASCAR's most popular driver as well as the nation's best stock car racing mechanic. (He does his own wrench turning.) He has won the Daytona 500 among other major races, and the only one that has escaped him is the Southern 500 at Darlington on Labor Day.

Now, Petty looks to the world's richest and longest stock car race — the first annual "World 600" as the next racing pinnacle he hopes to scale.

Petty, along with his son Richard, will certainly bear watching in their Plymouth entries as they battle it out in the "World 600."





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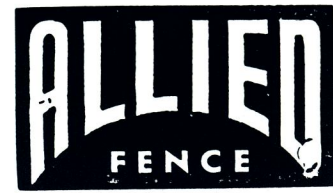
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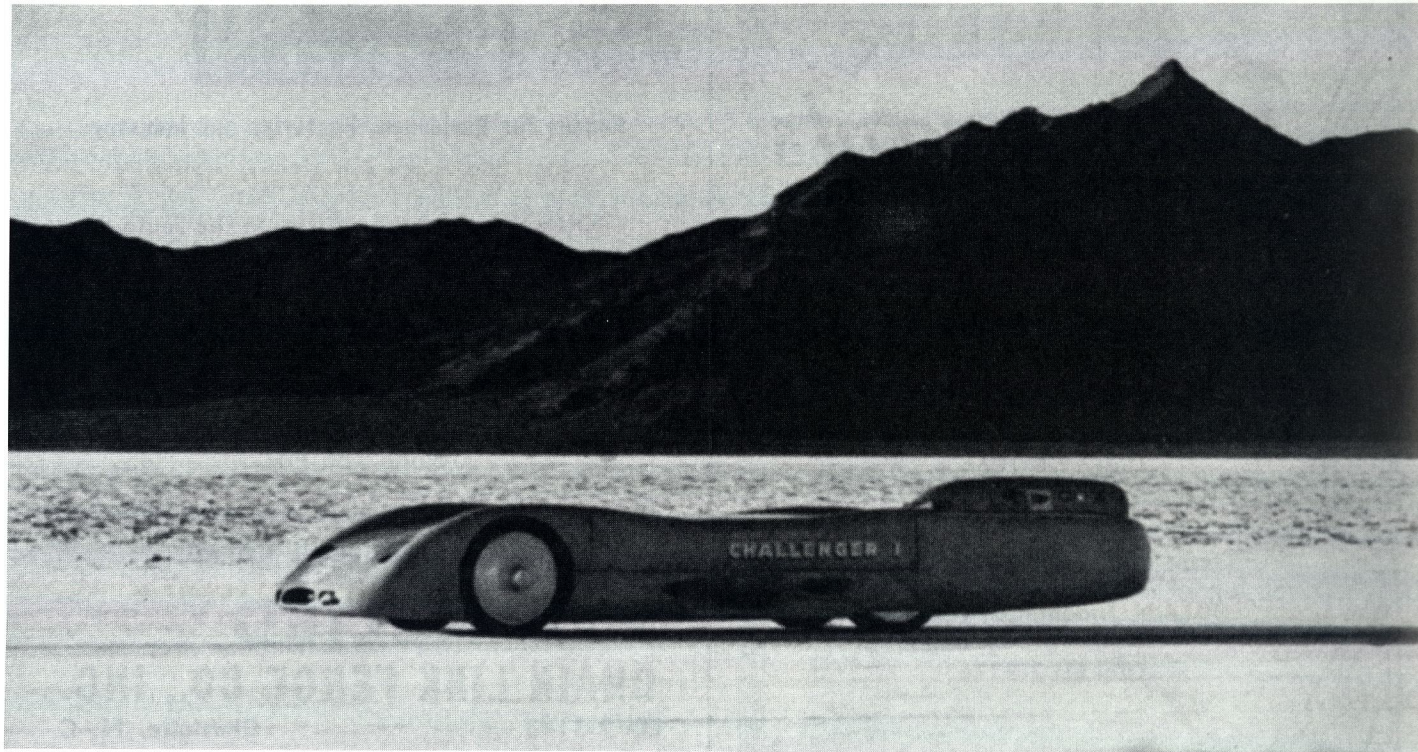
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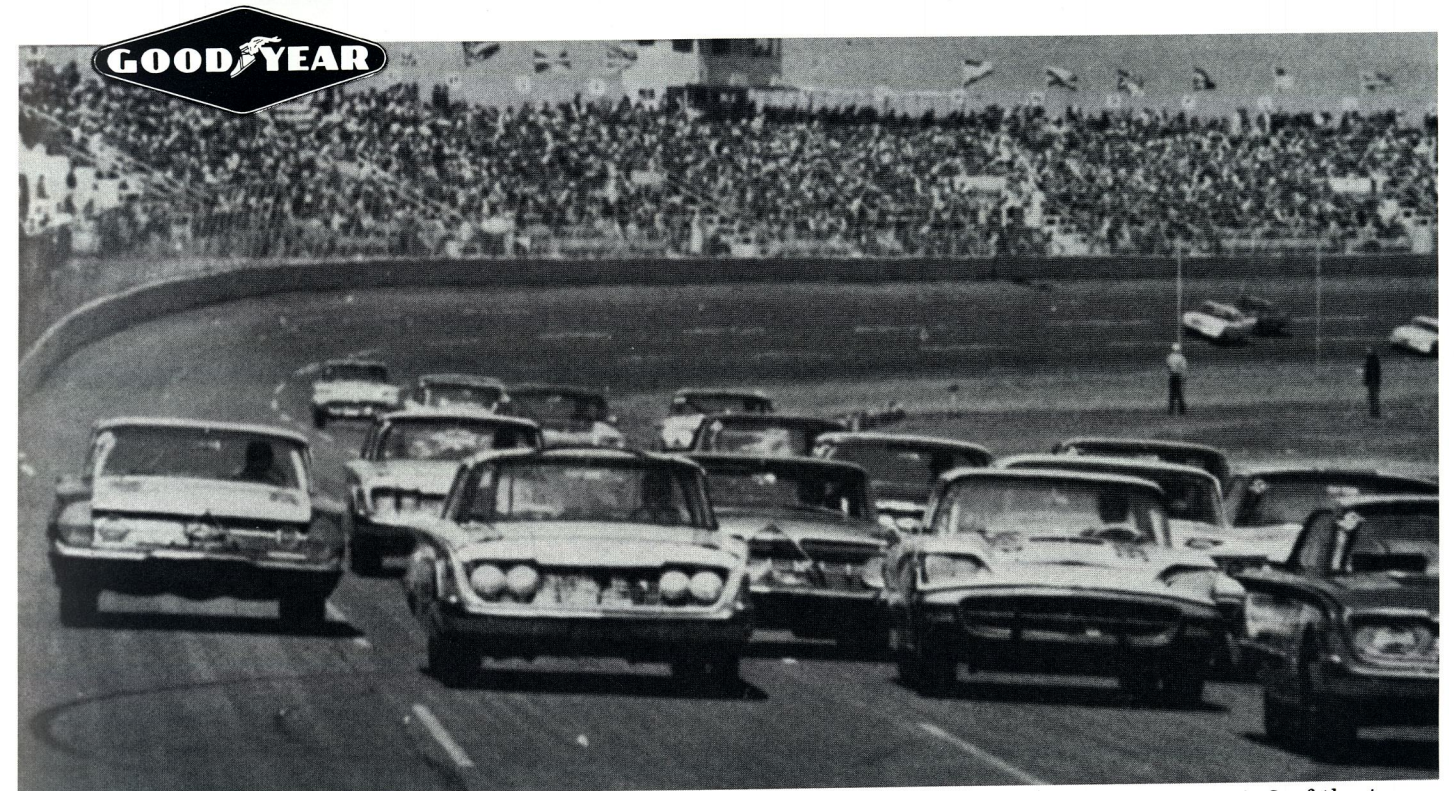
GOODYEAR

MORE PEOPLE RIDE ON GOODYEAR TIRES THAN ON ANY OTHER KIND!

Blue Streak, T.M., The Goodyear Tire & Rubber Company, Akron, Ohio

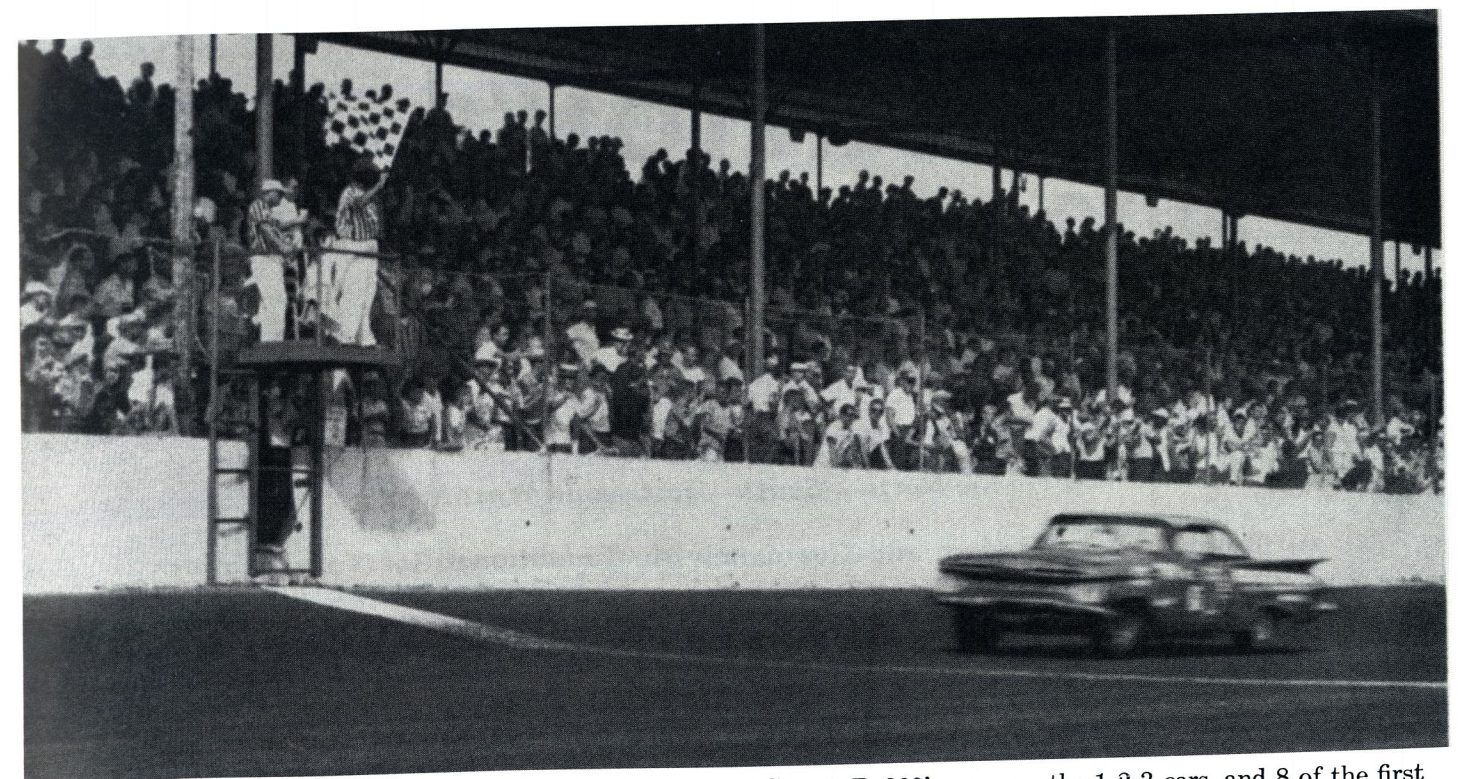


GOODYEAR'S AMAZING



A sweep in Daytona 500. In the big race of Daytona Speed Weeks, Goodyear's great Blue Streak UHS tires

were on the winning car, on 5 of the first 6, 8 of the top 10! Junior Johnson won on Goodyear tires.



A double sweep at Darlington. In Goodyear's whole long string of 1959-'60 stock car victories, the most astonishing was the double sweep last year at Darlington. Blue

Streak D-200's were on the 1-2-3 cars, and 8 of the first 10, in both the "Rebel 300" and "Southern 500"! Fireball Roberts won the 300, and Jim Reed won the 500.

1960 NASCAR Grand National Circuit Results

TRACK—DATE	FIRST	SECOND	THIRD	FOURTH	FIFTH
Daytona Beach Feb. 12	F. Roberts '60 Pontiac	C. Owens '60 Pontiac	F. Lorenzen '60 Ford	J. Weatherly '60 Ford	J. Johnson '59 Chevy
Daytona Beach Feb. 12	J. Smith '60 Pontiac	B. Johns '59 Pontiac	J. Reed '60 Chevy	R. White '60 Chevy	B. Welborn '60 Chevy
Daytona Beach Feb. 14	J. Johnson '59 Chevy	B. Johns '59 Pontiac	R. Petty '60 Plymouth	L. Petty '60 Plymouth	J. Allen '60 Chevy
Charlotte, N. C. Feb. 28	R. Petty '59 Plymouth	R. White '59 Chevy	D. Yates '59 Plymouth	J. Johnson '59 Ford	J. Eubanks '59 Chevy
N. Wilkesboro, N. C. March 27	L. Petty '60 Plymouth	R. White '59 Chevy	G. Wood '59 Ford	N. Jarrett '60 Ford	J. Johnson '59 Chevy
Phoenix, Ariz. April 3	J. Rostek '58 Ford	M. Larson '60 Pontiac	S. Cain '59 T-Bird	F. Wilson '58 Ford	L. Dane '59 Ford
Columbia, S. C. April 3	R. White '59 Chevy	B. Baker '60 Chevy	D. Yates '59 Plymouth	L. Petty '60 Plymouth	J. L. Johnson '59 Chevy
Martinsville, Va. April 10	R. Petty '60 Plymouth	J. Massey '58 Ford	G. Wood '59 Ford	R. White '60 Chevy	B. Welborn '60 Chevy
Hickory, N. C. April 16	J. Weatherly '60 Ford	N. Jarrett '60 Ford	R. Petty '60 Plymouth	B. Welborn '60 Chevy	T. Pistone '60 Chevy
Wilson, N. C. April 17	J. Weatherly '60 Ford	L. Petty '60 Plymouth	T. Pistone '60 Chevy	R. White '59 Chevy	B. Baker '60 Chevy
Winston-Salem April 18	G. Wood '58 Ford	R. White '60 Chevy	J. Massey '59 Ford	R. Petty '60 Plymouth	N. Jarrett '60 Ford
Greenville, S. C. April 23	N. Jarrett '60 Ford	L. Petty '60 Plymouth	R. Petty '60 Plymouth	T. Irvin '59 Chevy	B. Welborn '60 Chevy
Asheville, N. C. April 24	L. Petty '60 Plymouth	J. L. Johnson '59 Chevy	N. Jarrett '60 Ford	B. Welborn '60 Chevy	G. Spencer '59 Chevy

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"Daytona Firecracker 250" Next On List

By HOUSTON A. LAWING

Next comes the "Daytona Firecracker 250" at Daytona International Speedway — the world's finest and fastest two and a half mile speedway.

The date — July 4th — Independence Day — with qualifying trials on July 2, and qualifying races Sunday, July 3, as preliminary events for the second annual Independence Day race.

The record at stake for the 250-mile NASCAR Grand National Circuit late model stock car race is Fireball Roberts' time of one hour, 46 minutes and 42 seconds for an average speed of 140.581 miles per hour, set last July with a 1959 Pontiac — the same car that Bobby Johns of Miami, Fla. drove in finishing second to Junior Johnson of Ronda, N. C. in the second annual "Daytona 500" in February.

Comparatively speaking, Roberts' record for the "Firecracker 250" was the fastest speed on record for that distance over any track in the United States — including the 250-mile distance for the Memorial Day 500-miler at Indianapolis for speedway type cars.

Although the "Firecracker 250" may be overshadowed by the "Daytona 500" that climaxes the annual winter speed activities in Florida's speed capital of Daytona Beach, the Independence Day race comes at a time when Daytona Beach is at the peak of summer season with the annual Dixie Frolics attracting some 20 of the South's prettiest girls for a contest that winds up Saturday night, July 2, following a parade of the entries at the speedway that afternoon.

Then in addition to the glamour of the world's finest beach the dogs will be running at the Daytona Beach Kennel Club and the hi-li experts (including the best in the world) will be competing in daily activities at the Volusia Jai Alai Fronton, both located in the immediate vicinity of the Daytona Speedway.

That makes it possible for an early morning swim, then to attend the "Firecracker 250" starting at 11 a. m., an afternoon at either the dog track or the hi-li fronton and an evening at the other sporting event.

Qualifying trials start Saturday afternoon and Sunday's program will include four 25-mile qualifying races.

Here are the records for the famous two and a half mile speedway:

NASCAR LATE MODEL STOCK CARS:
1 lap—Qualifying—151.556 mph — Fireball Roberts, 1960 Pontiac, set Feb. 6, 1960.

25-mile, 10-lap race—10 minutes, 0.43 seconds—149,982 mph—Cotton Owens, 1960 Pontiac, set January 31, 1960.

100-mile, 40-lap race—40 minutes, 57 seconds—Average 146.892 mph—Jack Smith, 1960 Pontiac, set Feb. 12, 1960.

250-mile, 100-lap race—1 hour, 46 minutes, 42 seconds—140.581 mph—Fireball Roberts, 1959 Pontiac, set July 4, 1959.

500-mile, 200-lap race—3 hours, 41 minutes, 22 seconds—Average 135.521 mph—Lee Petty, 1959 Oldsmobile, set Feb. 22, 1959.

In addition to these records for the NASCAR late model stock cars, other Daytona International Speedway records include Jim Rathmann's world record speed of 170.261 miles per hour for the USAC speedway car race April 4, 1959, with the Simoniz Special, which came during the same race in which George Amick of Rhinelander, Wis. was fatally injured on the last lap after having established a qualifying record of 176.887 miles per hour with a Bowes Seal Fast Special on March 30, 1959.

Banjo Mathews of Asheville, N. C., after changing motors at the last minute, established a new track qualifying record for modified cars February 11, 1960, with a 1955 Ford that he was clocked at 150.667 miles per hour to beat Fireball Roberts' old 1959 record.

The average speed for the 250-mile modified-sportsman race February 13 dropped to 116.612 miles per hour due to the 37-car pile-up on the first lap of the historic race that was finally captured by Marion "Bubba" Farr of Augusta, Ga. This fell short of the 134.655 miles per hour average established by Banjo Mathews in the 200-mile modified-sportsman race in 1959.



WELCOME TO DAYTONA: Here's the greeting committee for the "Firecracker 250" at Daytona International Speedway July 4th. Left to right they are Paul Whiteman, member of the board of directors; Bill France, president of the Speedway and also president of NASCAR, and Mayor Owen Eubank of Daytona Beach.

That describes in speed what has been accomplished at Daytona International Speedway during the two years of operations to date. That is for the two and a half mile speedway with its 31 degree banked east and west turns and 18-degree bulge on the north side in front of Campbell Grandstand, which centers the grandstand area.

But in addition to this high banked, unlimited speed trioval shaped much the same as this new fast Charlotte Motor Speedway, the Daytona track includes two sports car courses. One sports car course measures 3.81 miles and this includes the full distance of the high banked speedway with the exception of possibly a tenth of a mile on the northwest end, combined with an infield road course that leads off from the west turn with a sharp swing to the right. The second sports car course eliminates the high banked west turn, but includes the east banked section and leads into the infield from just off the west end of the long straightaway. This measures 3.1 miles.

Records established over both courses compare with the fastest for sports car courses anywhere in the country — but for you stock car race fans let's get back to stocks.

Just about all the drivers and cars taking part in this first "World 600" will be back in Daytona July 4th for the "Firecracker 250" race—including the Pettys (Lee and Richard) with their 1960 Plymouths; Junior Johnson, winner of the "Daytona 500" last February, with either a 1959 or 1960 Chevrolet; the Bakers (Buck and Buddy) with a pair of 1960 Chevrolets; Fireball Roberts with a 1960 Pontiac; Bobby Johns of Miami, runner-up in the 1960 "Daytona 500" with a 1959 Pontiac; Cotton Owens of Spartanburg, with another 1960 Pontiac; Jack Smith of Spartanburg, or Atlanta if you prefer it that way, with another 1960 Pontiac; Bob Welborn of Atlanta — and again you could say Greensboro—with a 1960 Chevrolet; Fred Lorenzen of Elmhurst, Ill., the 1958-59 USAC late model champion, with a 1960 Ford, and many others.

Remember there were more than 90 late model cars on hand for the winter races at Daytona. And speaking of winter races, the dates for the 1961 winter races have been set for February 24-25-26.

DAYTONA INTERNATIONAL SPEEDWAY

DAYTONA BEACH, FLA.

1960—

SCHEDULE OF EVENTS

Sat. and Sun., June 25 and 26 — SCCA Central Florida Regional Sports Car Races.

Sat. and Sun., July 2 and 3 — Qualifying Races for "Firecracker 250".

Monday, July 4 — 11:00 A.M. — Second Annual "FIRECRACKER 250" NASCAR Late Model Stock Car Race.

Sat. and Sun., Sept. 3-4 — SCCA Central Florida Regional Sports Car Races.

Sat. and Sun., Nov. 12-13 — SCCA National Championship Sports Car Races.

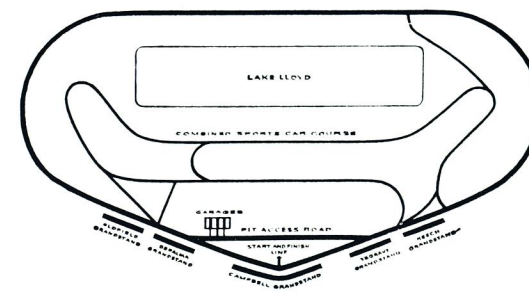
1961—

Friday, Feb. 24 — Two 100-mile NASCAR Late Model Stock Car Races.

Sat., Feb. 25 — 250-mile National Championship Modified-Sportsman Race.

Sunday, Feb. 26 — Third Annual "Daytona 500" NASCAR Late Model Stock Car Race.

DIAGRAM OF SPEEDWAY



Above diagram shows location of the different grandstands located on the north side of the speedway. The complete speedway is visible from any of the five permanent grandstands. Track is located on Volusia Avenue, just west of Volusia Airport. Plenty of parking space available for 35,000 automobiles.

ORDER YOUR RESERVED SEAT TICKETS NOW

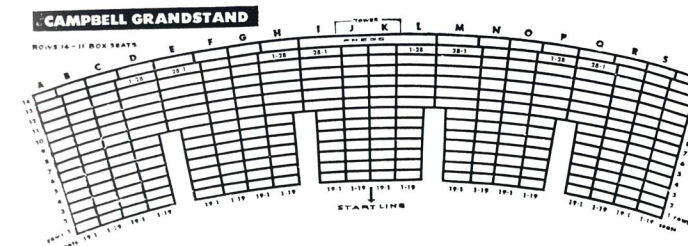


Diagram above shows the seating arrangement for Sir Malcolm Grandstand, located in the center of the grandstand area on the north side of track and directly back of the starting and finish line. The complete track is visible from any seat in this magnificent grandstand. ALL CHAIR SEATS.

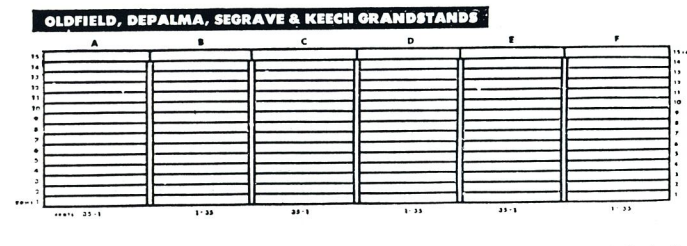


Diagram above is for Oldfield, DePalma, Segrave and Keech Grandstands (all similar). Refer to diagram above for location of the grandstands. All are located on the north side of the track with a complete view of the entire race course. Section numbers start at west end with six sections and 15 rows in each grandstand.

PRICE SCHEDULE

Here are the prices for reserved seat tickets for all grandstands for July 4, Feb. 24, Feb. 25, Feb. 26.

	July 4	Feb. 24	25	26
Oldfield Grandstand	\$ 5.00	\$ 6.00	\$ 6.00	\$ 8.00
DePalma Grandstand	5.00	6.00	6.00	8.00
Segrave Grandstand	5.00	6.00	6.00	8.00
Keech	—	6.00	6.00	8.00
Campbell (Chr. Seats)	8.00	10.00	10.00	15.00
(Box)	10.00	15.00	15.00	20.00

Keech Grandstand unreserved for July 4. Children under 12 admitted free with escorts to this grandstand July 4.

INFIELD ADMISSIONS	\$3.00	\$3.00	\$3.00	\$4.00
Admission for SCCA Regionals	—	\$1.00	Saturdays,	
	\$3.00	Sundays.		
Admission for SCCA Nationals	—	\$2.00	Saturday,	
	\$4.00	Sunday.		

Car admission to infield \$1.00 for races; Free parking outside track.

TICKETS MAY NOW BE ORDERED FOR JULY 4, FEB. 24-25-26 EVENTS.

Daytona International Speedway Corp.

Drawer S
Daytona Beach, Fla.

Date _____

I am enclosing (check) (money order) for \$_____, including 25c handling charge, for the following reserved seat tickets for races at Daytona International Speedway as indicated: (Please circle Grandstand and list number of tickets)

MONDAY, JULY 4, 1960 —

- _____ Campbell reserved chair seats @ \$8.00.
- _____ Campbell reserved chair box seats (top 4 rows) @ \$10.00.
- _____ Oldfield _____ DePalma _____ Segrave (grandstands) @ \$5.00.
- _____ Keech Grandstand seats unreserved for July 4.

FRIDAY, FEB. 24, 1961 —

- _____ Campbell reserved chair seats @ \$10.00.
- _____ Campbell reserved chair box seats (top 4 rows) @ \$15.00.
- _____ Oldfield _____ DePalma _____ Segrave _____ Keech (grandstands) @ \$6.00.

SATURDAY, FEB. 25, 1961 —

- _____ Campbell reserved chair seats @ \$10.00.
- _____ Campbell reserved chair box seats (top 4 rows) @ \$15.00.
- _____ Oldfield _____ DePalma _____ Segrave _____ Keech (grandstands) @ \$6.00.

SUNDAY, FEB. 26, 1961 —

- _____ Campbell reserved chair seats @ \$15.00.
- _____ Campbell reserved chair box seats (top 4 rows) @ \$20.00.
- _____ Oldfield _____ DePalma _____ Segrave _____ Keech (grandstands) @ \$8.00.

Circle position preferred: High Low East Center West

Make all orders payable to: DAYTONA INTERNATIONAL SPEEDWAY CORP.

NAME _____

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Leaders in NASCAR Modified Division for 1959

Pos.	Driver	Points
1.	Glen Guthrie, Washington, D. C.	2120
2.	Johnny Roberts, Baltimore, Md.	1662
3.	Al DeAngelo, Queens Village, N. Y.	1658
4.	Al Tasnady, Vineland, N. J.	1610
5.	Bob Rossell, Cookstown, N. J.	1558
6.	Ed Lindsay, Randallstown, Md.	1494
7.	Reds Kagle, Greenbelt, Md.	1476
8.	Bob Gemenden, Franklinville, N. J.	1474
9.	Axel Anderson, Patchogue, N. Y.	1460
10.	Jack Burgstresser, Phillipsburg, N. J.	1240
11.	Bob Hall, Flemington, N. J.	1148
12.	George Tet, Ozone Park, N. Y.	1098
13.	Emanuel Zervakis, Richmond, Va.	954
14.	Pee Wee Pobletts, Randallstown, Md.	942
15.	George Janoski, Stafford Sprgs., Conn.	930
16.	Banjo Matthews, Asheville, N. C.	892
17.	Skinny Bartlett, Richmond, Va.	890
18.	George Harrison, Georgetown, Dela.	880
19.	Fred Harbach, Huntington, L. I.	868
20.	Tom Nolan, Baldwin, L. I.	868
21.	Danny Woolford, Annapolis, Md.	788
22.	Mel Bradley, Richmond, Va.	754
23.	Chuck Talbert, Owning Mills, Md.	754
24.	Al Hansen, Bayshore, L. I.	710
25.	Ronald Narducci, E. Haddam, Conn.	686
26.	Neil Haight, Sykesville, Md.	666
27.	Runt Harris, Richmond, Va.	648
28.	Russ Warrington, Georgetown, Dela.	626
29.	Bill Wark, Barrington, N. J.	622
30.	Gip Gibson, Charlottesville, Va.	612
31.	Johnny Miller, Kannapolis, N. C.	592
32.	Curtis Turner, Charlotte, N. C.	576
33.	Rene Charland, Holyoke, Mass.	574
34.	Lou Thomas, Linthicum Heights, Md.	572
35.	Ernie Gahan, Dover, N. H.	538
36.	Lee Petty, Randleman, N. C.	528

Past Champions

Year	Champion	Points
1948	Red Byron, Atlanta, Ga.	
1949	Fonty Flock, Atlanta, Ga.	
1950	Charles Dyer, North Bergen, N. J.	1008.75
1951	Wally Campbell, Trenton, N. J.	2356.25
1952	Frankie Schneider, Lambertville, N. J.	5164
1953	Joe Weatherly, Norfolk, Va.	6466
1954	Jack Choquette, W. Palm Beach, Fla.	5402
1955	Bill Widenhouse, Midland, N. C.	3086
1956	Red Farmer, Hialeah, Fla.	4272
1957	Ken Marriott, Baltimore, Md.	3324
1958	Budd Olsen, Paulsboro, N. J.	3542

Pos.	Driver	Points
37.	Bill Funai, Richmond, Va.	486
38.	Sonny Black, Montgomery, Ala.	480
39.	Bob Ballantine, Baltimore, Md.	438
40.	Harold Haberling, Phoenix, Ariz.	432
41.	George Mantooth, Concord, N. C.	432
42.	G. C. Spencer, Inman, S. C.	430
43.	Dink Widenhouse, Concord, N. C.	422
44.	Bob Williams, Collegeville, Pa.	420
45.	Gene Bergin, E. Hartford, Conn.	404
46.	Bubba Farr, Augusta, Ga.	382
47.	Hoop Schaible, Upper Black Eddy, Pa.	370
48.	Frank Geraghty, Brookside, N. J.	366
49.	Larry Frank, Angier, N. C.	360
50.	Spud Murphy, Lake Worth, Fla.	360
51.	Bill Gurney, Springfield, Mass.	346
52.	Ted Hairfield, Richmond, Va.	342
53.	Dave Euart, Faith, N. C.	340
54.	Don Lawler, New Ipswich, N. H.	338
55.	Marvin Panch, Vanceboro, N. C.	336

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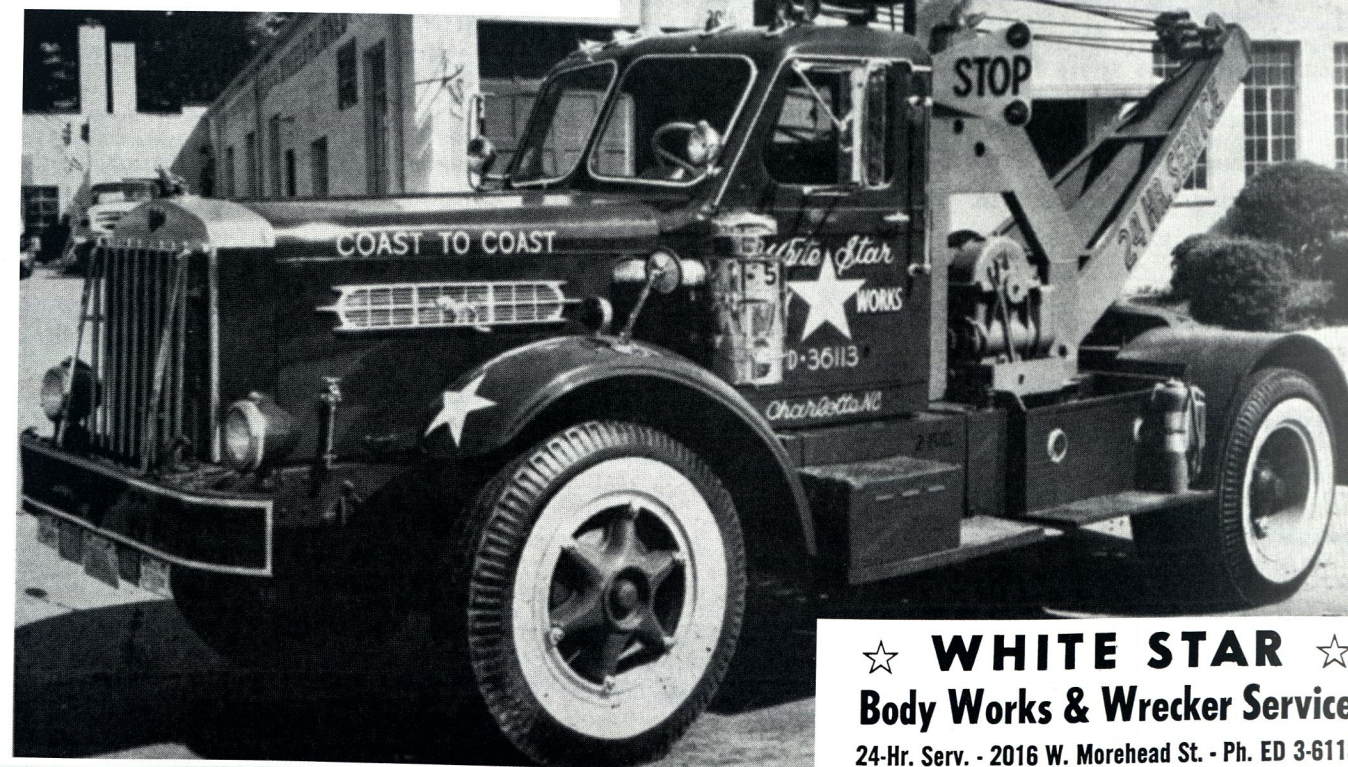
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How Drivers Finished in 1959 Grand National

Pos.	Driver	Points
1.	Lee Petty, Randleman, N. C.	11792
2.	Cotton Owens, Spartanburg, S. C.	9962
3.	Speedy Thompson, Charlotte, N. C.	7684
4.	Herman Beam, Johnson City, Tenn.	7396
5.	Buck Baker, Spartanburg, S. C.	7170
6.	Tom Pistone, Norwood Park, Ill.	7050
7.	L. D. Austin, Greenville, N. C.	6519
8.	Jack Smith, Sandy Springs, Ga.	6150
9.	Jim Reed, Peekskill, N. Y.	5744
10.	Rex White, Silver Spring, Md.	5526
11.	Jr. Johnson, Ronda, N. C.	4864
12.	Shep Langdon, Angier, N. C.	4768
13.	G. C. Spencer, Inman, S. C.	4260
14.	Tommy Irwin, Purcellville, Va.	3876
15.	Richard Petty, Randleman, N. C.	3694
16.	Fireball Roberts, Daytona Beach, Fla.	3676
17.	Bob Welborn, Greensboro, N. C.	3588
18.	Joe Weatherly, Norfolk, Va.	3404
19.	Bobby Johns, Miami, Fla.	2732
20.	Tiny Lund, Spartanburg, S. C.	2634
21.	Bob Burdick, Charlotte, N. C.	2392
22.	Larry Frank, Angier, N. C.	2256
23.	Bobby Keck, Graham, N. C.	2186
24.	Curtis Turner, Charlotte, N. C.	2088
25.	Jim Paschal, High Point, N. C.	1792
26.	Buddy Baker, Charlotte, N. C.	1692
27.	Shorty Rollins, Ormond Beach, Fla.	1600
28.	Elmo Langley, Arlington, Va.	1568
29.	Jimmy Thompson, Monroe, N. C.	1528
30.	Brownie King, Johnson City, Tenn.	1480
31.	Tim Flock, Atlanta, Ga.	1464
32.	Joe Eubanks, Spartanburg, S. C.	1432
33.	Roy Tyner, Red Springs, N. C.	1416
34.	Charlie Cregar, Trenton, N. J.	1408
35.	Dick Freeman, Dayton, Ohio	1352
36.	Raul Cilloniz, Lima, Peru	1272
37.	Ned Jarrett, Newton, N. C.	1248
38.	Dave White, Silver Spring, Md.	1228
39.	Dick Joslin, Orlando, Fla.	1224
40.	Tommy Thompson, Louisville, Ky.	1168
41.	Harvey Hege, Thomasville, N. C.	1152
42.	Eduardo Dibos, Lima, Peru	1128
43.	Bill Champion, Norfolk, Va.	1120
44.	Joe Caspolick, Florence, S. C.	1040
45.	Jim Austin, Boynton Beach, Fla.	1016
46.	Marvin Porter, Lakewood, Calif.	984
47.	Jim McGuirk, Vero Beach, Fla.	928
48.	Harlen Richardson, Houston, Texas	924
49.	Al White, Buffalo, N. Y.	872
50.	Richard Riley, Charlotte, N. C.	760
51.	Gerald Duke, College Park, Ga.	716
52.	J. C. Hendrix, Griffin, Ga.	640
53.	Larry Flynn, Holly Hill, Fla.	560
54.	Earl Balmer, Floyd Knobs, Ind.	552
55.	Dick Foley, Montreal, Canada	528
56.	Bobby Rose, Inglewood, Calif.	480
57.	Glen Wood, Stuart, Va.	470
58.	Bob Reuther, Nashville, Tenn.	460
59.	Ken Johnson, Jamestown, N. Y.	424
60.	Bud Crothers, Piedmont, S. C.	400

Past Grand National Champions

Year Champion

1949—Red Byron, Atlanta, Ga.
1950—Bill Rexford, Conewango Valley, N. Y.
1951—Herb Thomas, Sanford, N. C.
1952—Tim Flock, Atlanta, Ga.
1953—Herb Thomas, Sanford, N. C.
1954—Lee Petty, Randleman, N. C.
1955—Tim Flock, Atlanta, Ga.
1956—Buck Baker, Charlotte, N. C.
1957—Buck Baker, Charlotte, N. C.
1958—Lee Petty, Randleman, N. C.

Pos.	Driver	Points
61.	Banjo Matthews, Asheville, N. C.	400
62.	Ben Benz, Far Rockaway, N. Y.	396
63.	Fred Wilson, Denver, Colo.	372
64.	Harold Smith, Dayton, Ohio	368
65.	Herb Lewis, Nashville, Tenn.	360
66.	Marvin Panch, Vanceboro, N. C.	332
67.	Andy Hampton, Louisville, Ky.	320
68.	John Paschel, Hibernia, N. Y.	320
69.	Bill Scott, Winston-Salem, N. C.	308
70.	Joe Lee Johnson, Chattanooga, Tenn.	256
71.	Bill Morton, Church Hill, Tenn.	242
72.	Len Page, Buffalo, N. Y.	224
73.	Bunk Moore, Indian Trail, N. C.	220
74.	Dom Persicketti, Trenton, N. J.	216
75.	Bob Perry, Hawthorne, Calif.	216
76.	Neil Castles, Charlotte, N. C.	200
77.	Eddie Gray, Gardena, Calif.	200
78.	Bernie Hentges, Anoka, Minn.	200
79.	Dick Blackwell, Startex, S. C.	192
80.	Elmo Henderson, Spartanburg, S. C.	192
81.	Scott Cain, Culver City, Calif.	192
82.	Bob Ross, Lakewood, Calif.	176
83.	Lucky Long, Lakewood, Calif.	168
84.	Bob Pronger, Blue Island, Ill.	168
85.	Johnny Potter, Inglewood, Calif.	160
86.	Buck Brigance, Charlotte, N. C.	152
87.	Lloyd Dane, Buena Park, Calif.	152
88.	John Seely, Frewsburg, N. Y.	152
89.	Bobby Waddell, N. Wilkesboro, N. C.	152
90.	Jim Cook, Norwalk, Calif.	144
91.	Reds Kagle, Greenbelt, Md.	132
92.	Mel Larson, Phoenix, Ariz.	128
93.	Bill Poor, Mineral Springs, N. C.	128
94.	Ray Fanning, Baltimore, Md.	120
95.	Parnellie Jones, Torrance, Calif.	120
96.	Roscoe Thompson, Forest Park, Ga.	120
97.	Gene White, Marietta, Ga.	120
98.	Don Taylor, Torrance, Calif.	112
99.	Chuck Tomes, Jeffersonville, Ind.	112
100.	Carl Tyler, Marietta, Ga.	112

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Results of the 1959 Nascar Grand National Championship Races

TRACK:	DATE:	FIRST:	SECOND:	THIRD:	FOURTH:	FIFTH:
FAYETTEVILLE, N. C. 1/3 mile paved	Nov. 9, '58	Bob Welborn '57 Chevy	Glen Wood '58 Ford	Buck Baker '58 Chevy	Roy Tyner '57 Chevy	Junior Johnson '57 Ford
DAYTONA BEACH, FLA. 2 1/2 miles paved	Feb. 20	Bob Welborn '59 Chevy	Fred Wilson '59 T-Bird	Tom Pistone '59 T-Bird	Joe Weatherly '59 Chevy	Eduardo Dibus '59 T-Bird
HILLSBORO, N. C. 9/10 mile dirt	Mar. 1	Curtis Turner '59 T-Bird	Tom Pistone '59 T-Bird	Bob Welborn '59 Chevy	Lee Petty '57 Olds	Buck Baker '59 Chevy
CONCORD, N. C. 1/2 mile dirt	Mar. 8	Curtis Turner '59 T-Bird	Cotton Owens '58 Pontiac	Lee Petty '57 Olds	Jr. Johnson '57 Ford	Speedy Thompson '57 Chevy
ATLANTA, GA. 1 mile dirt	Mar. 22	J. Beauchamp '59 T-Bird	Buck Baker '59 Chevy	Tom Pistone '59 T-Bird	Speedy Thompson '57 Chevy	Joe Eubanks '58 Ford
WILSON, N. C. 1/2 mile dirt	Mar. 29	Jr. Johnson '57 Ford	Curtis Turner '59 T-Bird	Dick Petty '57 Olds	Lee Petty '57 Olds	Tom Pistone '59 T-Bird
WINSTON-SALEM, N. C. 1/4 mile paved	Mar. 30	Jim Reed '57 Ford	Lee Petty '57 Olds	Rex White '59 Chevy	Bob Welborn '59 Chevy	Buck Baker '59 Chevy
COLUMBIA, S. C. 1/2 mile dirt	Apr. 4	Jack Smith '59 Chevy	Ned Jarrett '57 Ford	Lee Petty '57 Olds	Tiny Lund '57 Chevy	Cotton Owens '58 Pontiac
NO. WILKESBORO, N. C. 5/8 mile paved	Apr. 5	Lee Petty '57 Olds	Jack Smith '59 Chevy	Cotton Owens '58 Pontiac	Tiny Lund '57 Chevy	Fred Harb '57 Mercury
READING, PA. 1/2 mile dirt	Apr. 26	Jr. Johnson '57 Ford	Speedy Thompson '57 Chevy	Tom Pistone '59 T-Bird	Tommy Irwin '59 T-Bird	Buzz Woodward '57 Ford
HICKORY, N. C. 4/10 mile dirt	May 2	Jr. Johnson '57 Ford	Joe Weatherly '59 T-Bird	Lee Petty '57 Olds	Ken Rush '57 Chevy	Cotton Owens '58 Pontiac
MARTINSVILLE, VA. 1/2 mile paved	May 3	Lee Petty '57 Olds	John Beauchamp '57 Chevy	Jr. Johnson '57 Ford	Tom Pistone '59 T-Bird	Roy Tyner '57 Chevy
TRENTON, N. J. 1 mile paved	May 17	Tom Pistone '59 T-Bird	Cotton Owens '58 Pontiac	Lee Petty '59 Plymouth	Jim Reed '59 Chevy	Tommy Irwin '59 T-Bird
CHARLOTTE, N. C. 1/2 mile dirt	May 22	Lee Petty '57 Olds	Tiny Lund '57 Chevy	Cotton Owens '58 Ford	Speedy Thompson '57 Chevy	Buck Baker '59 Chevy
NASHVILLE, TENN. 1/2 mile paved	May 24	Rex White '59 Chevy	Jr. Johnson '57 Ford	Tommy Irwin '59 T-Bird	Buck Baker '59 Chevy	Joe Johnson '57 Chevy
SPARTANBURG, S. C. 1/2 mile dirt	June 5	Jack Smith '59 Chevy	Joe Eubanks '58 Ford	Jr. Johnson '57 Ford	G. C. Spencer '57 Chevy	Roy Tyner '57 Chevy
GREENVILLE, S. C. 1/2 mile dirt	June 13	Jr. Johnson '57 Ford	Roy Tyner '57 Chevy	Lee Petty '57 Olds	Tiny Lund '57 Chevy	Tommy Irwin '59 T-Bird
SPARTANBURG, S. C. 1/2 mile dirt	June 15	Jack Smith '59 Chevy	Joe Eubanks '58 Ford	Jr. Johnson '57 Ford	G. C. Spencer '57 Chevy	Roy Tyner '57 Chevy
COLUMBIA, S. C. 1/2 mile dirt	June 18	Lee Petty '59 Plymouth	Tommy Irwin '59 T-Bird	Buck Baker '59 Impala	Bennie Rakestraw '57 Mercury	Joe Weatherly '59 T-Bird
WILSON, N. C. 1/2 mile dirt	June 20	Jr. Johnson '57 Ford	Tom Pistone '59 T-Bird	Glen Wood '58 Ford	Lee Petty '59 Plymouth	Buck Baker '59 Impala
RICHMOND, VA. 1/2 mile dirt	June 21	Tom Pistone '59 T-Bird	Glen Wood '58 Ford	Buck Baker '59 Impala	Bob Welborn '57 Chevy	Cotton Owens '58 Pontiac
WINSTON-SALEM, N. C. 1/4 mile paved	June 27	Rex White '59 Impala	Ken Rush '58 Ford	Bob Welborn '57 Chevy	Jr. Johnson '57 Ford	Jim Reed '59 Impala
WEAVERVILLE, N. C. 1/2 mile paved	June 28	Rex White '59 Impala	Lee Petty '59 Plymouth	Jr. Johnson '57 Ford	Roy Tyner '57 Chevy	Herman Beam '57 Chevy
HEIDELBERG, PA. 1/2 mile dirt	July 21	Jim Reed '59 Impala	Rex White '59 Impala	Lee Petty '59 Plymouth	Marvin Porter '57 Ford	Cotton Owens '58 Pontiac
CHARLOTTE, N. C. 1/2 mile dirt	July 26	Jack Smith '59 Impala	Bob Welborn '57 Chevy	Buck Baker '59 Chevy	Cotton Owens '58 Pontiac	Larry Frank '57 Chevy
MYRTLE BEACH, S. C. 1/2 mile dirt	Aug. 1	Ned Jarrett '57 Ford	Jim Paschal '57 Chevy	Tommy Irwin '57 Ford	Glen Wood '58 Ford	Joe Weatherly '59 T-Bird
CHARLOTTE, N. C. 1/2 mile dirt	Aug. 2	Ned Jarrett '57 Ford	Jim Paschal '57 Chevy	Bob Welborn '57 Chevy	Tommy Irwin '57 Ford	Larry Frank '57 Chevy
GREENVILLE, S. C. 1/2 mile dirt	Aug. 22	Buck Baker '59 Chevy	Cotton Owens '58 Pontiac	Ned Jarrett '57 Ford	Jack Smith '59 Chevy	Jim Paschal '57 Chevy
COLUMBIA, S. C. 1/2 mile dirt	Aug. 29	Lee Petty '59 Plymouth	Tiny Lund '57 Chevy	Fred Harb '57 Ford	Roy Tyner '57 Chevy	Glen Wood '58 Ford
DARLINGTON, S. C. 1 1/8 mile paved	Sept. 7	Jim Reed '59 Chevy	Bob Burdick '59 T-Bird	Bobby Johns '57 Chevy	Richard Petty '59 Plymouth	Tommy Irwin '59 T-Bird
HICKORY, N. C. 4/10 mile dirt	Sept. 11	Lee Petty '59 Plymouth	Buck Baker '59 Chevy	Rex White '59 Chevy	Jr. Johnson '57 Ford	Brownie King '57 Chevy
RICHMOND, VA. 1/2 mile dirt	Sept. 13	Cotton Owens '59 T-Bird	Lee Petty '59 Plymouth	Tom Pistone '59 T-Bird	Reds Cagle '57 Chevy	Runt Harris '57 Chevy
HILLSBORO, N. C. 9/10 mile dirt	Sept. 20	Lee Petty '59 Plymouth	Cotton Owens '59 T-Bird	Richard Petty '59 Plymouth	Larry Frank '57 Chevy	Roy Tyner '57 Chevy
SACRAMENTO, CALIF. 1 mile dirt	Sept. 13	Eddie Gray '59 Ford	Scott Cain '59 T-Bird	Dan Weinberg '58 Mercury	Bob Ross '57 Chevy	Lucky Long '57 Chevy
WEAVERVILLE, N. C. 1/2 mile paved	Oct. 11	Lee Petty '59 Plymouth	Glen Wood '58 Ford	Jack Smith '59 Chevy	Rex White '59 Chevy	Richard Petty '59 Plymouth
N. WILKESBORO, N. C. 5/8 mile paved	Oct. 18	Lee Petty '59 Plymouth	Rex White '59 Chevy	Richard Petty '59 Plymouth	Tom Pistone '59 T-Bird	Jr. Johnson '59 Dodge
CONCORD, N. C. 1/2 mile dirt	Oct. 25	Jack Smith '59 Chevy	Lee Petty '59 Plymouth	Buck Baker '59 Chevy	Buddy Baker '59 Chevy	Glen Wood '58 Ford
CHARLOTTE, N. C. 1/2 mile dirt	Nov. 8	Jack Smith '59 Chevy	Bob Welborn '59 Chevy	Buck Baker '59 Chevy	Roy Tyner '57 Chevy	Speedy Thompson '57 Chevy

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Leaders in Late Model Short Track Division, 1959

Pos.	Driver	Points
1.	Marvin Porter, Lakewood, Calif.	1858
2.	Rex White, Silver Spring, Md.	1856
3.	Jim Reed, Peekskill, N. Y.	1494
4.	Lloyd Dane, Buena Park, Calif.	1123
5.	Bob Ross, Lakewood, Calif.	1100
6.	Parnellie Jones, Torrance, Calif.	950
7.	Scott Cain, Culver City, Calif.	758
8.	John Potter, Inglewood, Calif.	720
9.	Bob Price, Burbank, Calif.	720
10.	Mel Larson, Phoenix, Ariz.	688
11.	Lucy Long, Lakewood, Calif.	688
12.	Eddie Gray, Gardena, Calif.	652
13.	Don Taylor, Torrance, Calif.	624
14.	Dave James, Venice, Calif.	554
15.	Dave White, Silver Spring, Md.	510
16.	Bob Perry, Hawthorne, Calif.	466
17.	Al White, Buffalo, N. Y.	444
18.	Lee Petty, Randleman, N. C.	432
19.	Farnsworth Ellington, San Fernando, Calif. (Ron Hornaday)	420
20.	Bill Jarick, Westchester, Calif.	406
21.	Jim Cook, Norwalk, Calif.	382
22.	Len Page, Buffalo, N. Y.	324
23.	Ed Pagan, Lynwood, Calif.	320
24.	Jr. Johnson, Ronda, N. C.	280
25.	George Norton, Pacoima, Calif.	278
26.	Arley Scranton, Compton, Calif.	266
27.	Dick Santee, Bell, Calif.	260
28.	Bob Devine, Danbury, Conn.	258
29.	Jim Blomgren, Norwalk, Calif.	246
30.	Bob Tyrrell, Hawthorne, Calif.	240
31.	Cotton Owens, Spartanburg, S. C.	228
32.	Dick Carter, Oakland, Calif.	212
33.	Dick Getty, Van Nuys, Calif.	200
34.	Bob Welborn, Greensboro, N. C.	200
35.	Ben Benz, Far Rockaway, N. Y.	198
36.	Buck Baker, Spartanburg, S. C.	192
37.	Pete Cardenas, Long Beach, Calif.	192
38.	Shorty Rollins, Pensacola, Fla.	184
39.	Tiny Lund, Spartanburg, S. C.	176
40.	Jimmy Thompson, Monore, N. C.	152
41.	Owen Loggins, Lafayette, Calif.	150
42.	Richard Petty, Randleman, N. C.	144
43.	Dick Foley, Montreal, Canada	138
44.	Speedy Thompson, Charlotte, N. C.	138
45.	Bobby Keck, Graham, N. C.	136
46.	Kirby Miller, Canoga Park, Calif.	128
47.	Bill Poor, Mineral Springs, N. C.	128
48.	Paul Pettit, Brookfield, Conn.	126
49.	Brownie King, Johnson City, Tenn.	120
50.	Bill Rafter, Clarence Center, N. Y.	120
51.	Bruce Worrell, Lakewood, Calif.	120
52.	Ken Johnson, Jamestown, N. Y.	114
53.	L. D. Austin, Greenville, N. C.	112
54.	Tiny Benson, Syracuse, N. Y.	108

Past Champions

Year Champion

1951—	Roscoe Hough, Paterson, N. J.
1952—	Ronnie Koehler, Paterson, N. J.
1953—	Jim Reed, Peekskill, N. Y.
1954—	Jim Reed, Peekskill, N. Y.
1955—	Jim Reed, Peekskill, N. Y.
1956—	Jim Reed, Peekskill, N. Y.
1957—	Jim Reed, Peekskill, N. Y.
1958—	Lee Petty, Randleman, N. C.

NASCAR Car Point Standings

GRAND NATIONAL DIVISION — 1959 SEASON

Make of car	Pts.	Entries	Avg.	1	2	3	4	5	6	7	8	9	10	Total
Chevrolet	1041	449	.273	14	19	14	22	22	19	28	22	20	21	201
Ford	490	270	.181	8	7	10	7	5	16	7	15	11	14	100
Thunderbird	342	86	.398	6	10	7	6	9	4	1	3	3	1	50
Plymouth	193	54	.357	9	4	3	2	1	3	2	—	3	2	29
Oldsmobile	129	28	.461	5	—	5	3	—	1	2	1	1	—	18
Pontiac	117	56	.208	1	3	2	2	4	1	2	2	2	2	21
Mercury	29	21	.138	—	—	1	1	1	—	1	—	1	2	7
Dodge	16	9	.178	—	—	1	—	1	—	—	—	1	—	3

Also listed as having run: DeSoto, Buick, Studebaker, Edsel.

CONVERTIBLE DIVISION — 1959 SEASON

Make of car	Pts.	Entries	Avg.	1	2	3	4	5	6	7	8	9	10	Total
Chevrolet	666	286	.233	9	14	14	11	15	11	12	11	12	14	123
Ford	312	132	.236	5	6	3	6	5	7	9	7	7	5	60
Thunderbird	115	28	.411	5	2	2	2	—	—	1	1	—	—	15
Oldsmobile	43	14	.307	1	—	1	3	—	—	1	—	—	—	6
Plymouth	34	21	.162	2	—	—	—	2	—	—	1	2	7	7
Mercury	29	26	.112	—	—	1	—	1	2	—	1	—	2	7
Buick	11	4	.275	—	—	1	—	—	—	—	1	—	—	2

Also listed as having run: Pontiac, Edsel.

SHORT TRACK DIVISION — 1959 SEASON

Make of car	Pts.	Entries	Avg.	1	2	3	4	5	6	7	8	9	10	Total
Ford	259	68	.381	7	6	8	2	2	3	3	4	2	2	39
Chevrolet	198	84	.236	1	4	1	5	6	4	7	3	5	6	42
Thunderbird	34	5	.680	2	—	1	—	—	1	—	—	—	1	5
Mercury	23	16	.144	—	—	—	1	1	1	—	1	1	—	5
Plymouth	15	14	.107	—	—	—	1	1	—	—	—	—	1	3
Pontiac	11	13	.008	—	—	—	—	—	1	—	1	1	1	4
Dodge	4	3	.100	—	—	—	—	—	—	—	1	—	—	1

Also listed as having run: Oldsmobile.

A Man Behind The Scene!

John B. Lippard raised up from his drawing board in his Landscape Architect and Site Planning office on Elizabeth Avenue. The name of the firm is somewhat misleading, for it was on Lippard's drawing boards that the mass of calculating details in the construction of Charlotte Motor Speedway took place.

Soft-spoken, but alert and capable of 18-hour days, Lippard has served as landscape architect and site planner for the multi-million dollar project.

"I've never seen anything like it . . . and I probably will never see anything like it again . . . not in one lifetime," declares Lippard as he recalls the major role he has played.

More specifically, Lippard had reference to some of the site planning problems encountered — tons and tons of rock, the amount of dirt that had to be moved, the tens of thousands of elevations that had to be figured and then re-figured every time any change had to be made.

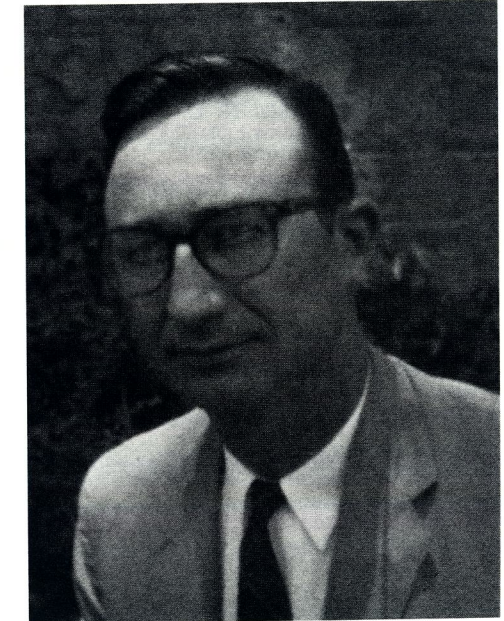
Yet the task has been intriguing to the 41-year-old landscape architect.

"The biggest problem we ran into was time, and next came the weather," Lippard remembers now that he looks back over the past nine months. "It was unheard of to undertake such a project in the winter months of the year. Combining this fact with the short length of time we had to do the job, and it's the biggest construction job in North Carolina, or even in the South for that matter."

When Lippard was employed to assist with the design and layout of this new automobile racing plant, it was something entirely new to him. A graduate of N. C. State College's School of Design in 1950 with a B.S. Degree in landscape architecture, Lippard set his sights on establishing an office that could meet any problem of land planning. With the completion of Charlotte Motor Speedway, he has no doubt attained that goal.

The biggest difference in this and other land planning projects Lippard has completed, including a number of Federal Housing jobs, is the immenseness of Charlotte Motor Speedway.

He had never tackled anything that could come close to rivaling the more than three million cubic yards of dirt that had to be transplanted, some on



JOHN LIPPARD

short distance hauls, other on longer and more time-consuming trips for the big earth-moving machinery.

Too, Charlotte Motor Speedway has practically every known construction angle and elevation at one place or another. The 500-foot spirals leading into and out of the 24-degree banked turns demanded endless hours of calculating, not to mention the complex, but exciting arrangement of the approximately 32,000 homestretch grandstand seats.

Lippard, however, is not complaining. He is proud to have shared in the development of North Carolina's only major league automobile race course.

A native of Belmont, Lippard has been in Charlotte since 1950. He has served as a judge for numerous landscaping contests in the past few years, including statewide competitions.

He has also collaborated with numerous architects throughout the country on many prize-winning architectural designs.

"The building of Charlotte Motor Speedway has left me with one thought," Lippard concluded the interview. "If this can be done, and it has, anything under the sun is possible."

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How Drivers Finished in 1959 Convertible Circuit

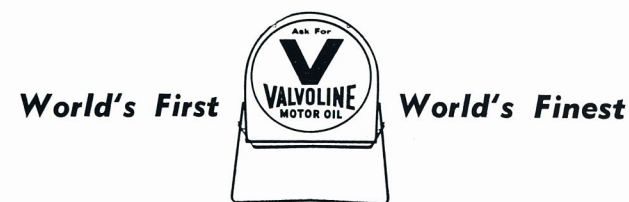
Pos.	Driver	Points
1.	Joe Lee Johnson, Chattanooga, Tenn.	7676
2.	Larry Frank, Angier, N. C.	7656
3.	Gene White, Marietta, Ga.	5872
4.	Richard Petty, Randleman, N. C.	5192
5.	Brownie King, Johnson City, Tenn.	4388
6.	Ken Rush, High Point, N. C.	4336
7.	Joe Weatherly, Norfolk, Va.	4276
8.	George Green, Johnson City, Tenn.	4160
9.	Glen Wood, Stuart, Va.	4148
10.	Roy Tyner, Red Springs, N. C.	3804
11.	Bob Welborn, Greensboro, N. C.	3404
12.	Joe Eubanks, Spartanburg, S. C.	3368
13.	Wilbur Rakestraw, Dallas, Ga.	3196
14.	Shorty Rollins, Ormond Beach, Fla.	2544
15.	Jimmy Thompson, Monroe, N. C.	2516
16.	Marvin Panch, Vanceboro, N. C.	2424
17.	G. C. Spencer, Inman, S. C.	2416
18.	George Alsobrook, Dallas, Ga.	2352
19.	Bennie Rakestraw, Dallas, Ga.	2332
20.	Bob Burdick, Charlotte, N. C.	1924
21.	Billy Carden, Atlanta, Ga.	1844
22.	Ben Benz, Far Rockaway, N. Y.	1752
23.	Fred Harb, High Point, N. C.	1680
24.	Elmo Langley, Arlington, Va.	1572
25.	Tommy Irwin, Purcellville, Va.	1560
26.	Tiny Lund, Spartanburg, S. C.	1428
27.	Shep Langdon, Angier, N. C.	1300
28.	Gober Sosebee, Atlanta, Ga.	1064
29.	Bobby Johns, Miami, Fla.	1056
30.	Lee Petty, Randleman, N. C.	1028
31.	Paul Bass, Indianapolis, Ind.	1008
32.	Buck Baker, Spartanburg, S. C.	916
33.	R. L. Combs, Greensboro, N. C.	900
34.	Curtis Turner, Charlotte, N. C.	880
35.	Bud Crothers, Piedmont, S. C.	828
36.	Fireball Roberts, Daytona Beach, Fla.	824
37.	Pete Kelly, Columbus, Ga.	800
38.	Bob Said, New York, N. Y.	800
39.	Buddy Baker, Charlotte, N. C.	728

Past NASCAR Convertible Champions

Year	Champion
1956—	Bob Welborn, Greensboro, N. C.
1957—	Bob Welborn, Greensboro, N. C.
1958—	Bob Welborn, Greensboro, N. C.

Pos.	Driver	Points
40.	Ned Jarrett, Newton, N. C.	728
41.	Joe Halton, High Point, N. C.	724
42.	Fritz Wilson, Denver, Colo.	624
43.	Jim Massey, Mebane, N. C.	572
44.	Jack Smith, Sandy Springs, Ga.	552
45.	Bill Taylor, Morrisville, N. C.	532
46.	Buck Brigance, Charlotte, N. C.	524
47.	Jim Paschal, High Point, N. C.	496
48.	Larry Odo, Chicago, Ill.	480
49.	Aubrey Boles, High Point, N. C.	476
50.	Barney Shore, Clemmons, N. C.	464
51.	Rex White, Silver Spring, Md.	456
52.	Ken Marriott, Baltimore, Md.	440
53.	Max Berrier, Winston-Salem, N. C.	392
54.	E. J. Trivette, Deep Gap, N. C.	392
55.	Jim Reed, Peekskill, N. Y.	368
56.	Banjo Matthews, Asheville, N. C.	364
57.	Neil Castles, Charlotte, N. C.	348
58.	Chester Barron, Cornelia, Ga.	288
59.	Dean Pelton, Silver Spring, Md.	288
60.	Dick Dixon, Warehouse Pt., Conn.	264
61.	L. D. Austin, Greenville, N. C.	256
62.	Ermon Rush, High Point, N. C.	228
63.	Harvey Hege, Thomasville, N. C.	216
64.	Jr. Johnson, Ronda, N. C.	192
65.	Whitey Norman, Winston Salem, N. C.	192
66.	Jimmy Pardue, Wilkesboro, N. C.	184
67.	Bunk Moore, Indian Trail, N. C.	180
68.	Ralph Earnhardt, Kannapolis, N. C.	176
69.	Speedy Thompson, Charlotte, N. C.	168
70.	Herman Beam, Johnson City, Tenn.	160
71.	Reds Kagle, Greenbelt, Md.	160
72.	Jerry Draper, Greensboro, N. C.	152
73.	Tom Pistone, Norwood Park, Ill.	144
74.	Paul Walton, High Point, N. C.	144
75.	Frankie Thompson, Shrewsbury, Pa.	136
76.	Doug Cox, Travelers Rest, S. C.	136
77.	Bob Harkey, Charlotte, N. C.	128
78.	Bill Poor, Mineral Springs, N. C.	120
79.	George Dunn, Raleigh, N. C.	80
80.	Emanuel Zervakis, Richmond, Va.	64
81.	Fred Hoff, Chicago, Ill.	56
82.	Jimmy Lewallen, Archdale, N. C.	8
83.	Bobby Waddell, N. Wilkesboro, N. C.	8

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TRACK:	DATE:	FIRST:	SECOND:	THIRD:	FOURTH:	FIFTH:
DAYTONIA BEACH, FLA. 2½ miles paved	Feb. 20	Shorty Rollins '58 Ford	Marvin Panch '58 Ford	Dick Petty '58 Ford	Glen Wood '58 Ford	Gene White '57 Chevy
FAYETTEVILLE, N. C. 1/3 mile paved	Mar. 8	Joe Johnson '57 Chevy	Gene White '57 Chevy	Roy Tyner '57 Chevy	Dick Petty '57 Olds	Glen Wood '58 Ford
RICHMOND, VA. ½ mile dirt	Mar. 15	Joe Johnson '57 Chevy	Joe Weatherly '57 Chevy	Ken Rush '57 Chevy	Larry Frank '58 Ford	Curtis Turner '59 T-Bird
HICKORY, N. C. 4/10 mile dirt	Mar. 22	Curtis Turner '59 T-Bird	Jr. Johnson '57 Ford	Joe Johnson '57 Chevy	Dick Petty '57 Olds	Rex White '59 Chevy
MARLBORO, MD. 1/3 mile paved	Apr. 5	Rex White '59 Chevy	Jim Reed '59 Chevy	Larry Frank '57 Chevy	Buzz Woodward '56 Ford	John Dodd, Sr. '58 Ford
CHARLOTTE, N. C. ½ mile dirt	Apr. 24	Joe Weatherly '59 T-Bird	Shorty Rollins '58 Ford	Joe Lee Johnston '57 Chevy	Ralph Earnhardt '58 Ford	Roy Tyner '57 Chevy
HILLSBORO, N. C. 9/10 mile dirt	Apr. 26	Joe Weatherly '59 T-Bird	Jack Smith '59 Chevy	Bob Welborn '57 Chevy	Richard Petty '57 Olds	Brownie King '58 Chevy
DARLINGTON, S. C. 1¾ mile paved	May 9	Fireball Roberts '59 Chevy	Joe Weatherly '59 T-Bird	Larry Frank '57 Chevy	Bob Burdick '57 Olds	Rex White '59 Chevy
COLUMBIA, S. C. ½ mile dirt	May 16	Bob Welborn '57 Chevy	Larry Frank '57 Chevy	Joe Weatherly '59 T-Bird	Tiny Lund '57 Chevy	Shep Langdon '58 Ford
WEAVERVILLE, N. C. ½ mile paved	May 17	Bob Welborn '57 Chevy	Banjo Matthews '58 Ford	Larry Frank '57 Chevy	Joe Johnson '57 Chevy	Buck Baker '59 Chevy
WINSTON-SALEM, N. C. ¼ mile paved	May 23	Glen Wood '58 Ford	Bob Welborn '57 Chevy	Richard Petty '57 Olds	Jim Reed '57 Chevy	Buck Baker '59 Chevy
MARTINSVILLE, VA. ½ mile paved	June 7	Tom Pistone '59 T-Bird	Larry Frank '57 Chevy	Joe Johnson '57 Chevy	Roy Tyner '57 Chevy	Bobby Johns '57 Chevy
COLUMBIA, S. C. ½ mile dirt	July 18	Richard Petty '59 Plymouth	Jack Smith '59 Impala	Glen Wood '58 Ford	Larry Frank '57 Chevy	Speedy Thompson '57 Chevy
GREENVILLE, S. C. ½ mile dirt	July 31	Lee Petty '59 Plymouth	Joe Lee Johnson '57 Chevy	Roy Tyner '57 Chevy	Buck Baker '59 Impala	Buddy Baker '58 Chevy
CHARLOTTE, N. C. ½ mile dirt	Aug. 23	Ned Jarrett '57 Ford	Jim Paschal '57 Chevy	Larry Frank '57 Chevy	G. C. Spencer '57 Chevy	George Green '57 Chevy



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Leaders in NASCAR Sportsman Division for 1959

Pos.	Driver	Points
1.	Rick Henderson, Petaluma, Calif.	4136
2.	Vince Conrad, Kutztown, Pa.	3066
3.	Larry Rodrigues, Campbell, Calif.	2950
4.	George Benson, Mt. View, Calif.	2822
5.	Bill Rafter, Clarence Center, N. Y.	2764
6.	Ed Metro, San Francisco, Calif.	2690
7.	Bill Scott, Santa Clara, Calif.	2444
8.	Dick Nephew, Mooers Forks, N. Y.	2364
9.	Bill Wimple, Lisbon, N. Y.	2060
10.	Jim Smith, Ridley Park, Pa.	2056
11.	Earl Moss, Creedmoor, N. C.	1984
12.	Ken Shoemaker, Schenectady, N. Y.	1958
13.	Marshall Sargent, San Jose, Calif.	1904
14.	Carl Burris, Leaksville, N. C.	1892
15.	George Dunn, Raleigh, N. C.	1854
16.	Red Mullican, Porterville, Calif.	1816
17.	Frank Secrist, Bakersfield, Calif.	1792
18.	Jack McLaughlin, Thorofare, N. J.	1650
19.	Dick Overstreet, Santa Clara, Calif.	1650
20.	Larry Ferrua, Fresno, Calif.	1640
21.	Al Pombo, Fresno, Calif.	1612
22.	Perk Brown, Leaksville, N. C.	1588
23.	Herman Hutton, Selma, Calif.	1514
24.	Bill Wark, Barrington, N. J.	1470
25.	Dick Foley, Montreal, Canada	1372
26.	Dick Goodell, Ellenburg Center, N. Y.	1362
27.	Jim Lerkins, Spencerport, N. Y.	1356
28.	Tom Kotary, Rome, N. Y.	1304
29.	Jeep Herbert, Schenectady, N. Y.	1294
30.	Frank Hodge, Montreal, Canada	1292
31.	Dave Reed, Monterey, Calif.	1286
32.	John Freitas, Santa Clara, Calif.	1260
33.	Bobby Isaac, Newton, N. C.	1252
34.	Dink Widenhouse, Concord, N. C.	1244
35.	Clyde Prickett, Fresno, Calif.	1236

Past Champions

Year	Champion	Points
1950	Mike Klapak, Warren, Ohio	3815.75
1951	Mike Klapak, Warren, Ohio	4218.5
1952	Mike Klapak, Warren, Ohio	7280
1953	Jimmy Roberts, Brooklyn, Md.	5692
1954	Danny Graves, Modesta, Calif.	5992
1955	Billy Myers, Germantown, N. C.	4810
1956	Ralph Earnhardt, Kannapolis, N. C.	4272
1957	Ned Jarrett, Newton, N. C.	3916
1958	Ned Jarrett, Newton, N. C.	4494

Pos.	Driver	Points
36.	Harry Hebenstreit, Bay Shore, L. I.	1234
37.	Buck Holliday, Waddington, N. Y.	1224
38.	Pete Corey, Waterford, N. Y.	1212
39.	Gillis Brochu, Montreal, Canada	1206
40.	Gene Gamache, Bay Shore, N. Y.	1204
41.	John Bedard, St. Therese, Canada	1150
42.	Leroy Geving, Petaluma, Calif.	1120
43.	Wendell Scott, Danville, Va.	1120
44.	Doug Yates, Chapel Hill, N. C.	1110
45.	Ralph Earnhardt, Kannapolis, N. C.	1076
46.	Ray Walters, Kerman, Calif.	1056
47.	Jesse Teeters, Bakersfield, Calif.	1038
48.	John Mello, Hanford, Calif.	1012
49.	Ernie Reid, Massena, N. Y.	994
50.	Pat Moon, Huntington, N. Y.	992
51.	Ken VanBlargen, Paso Robles, Calif.	952
52.	John Franklin, Santa Rosa, Calif.	946
53.	Dick McDermed, Patchogue, L. I.	940
54.	Norm Wiles, Bakersfield, Calif.	932
55.	Charles Trombley, Mooers Forks, N. Y.	928

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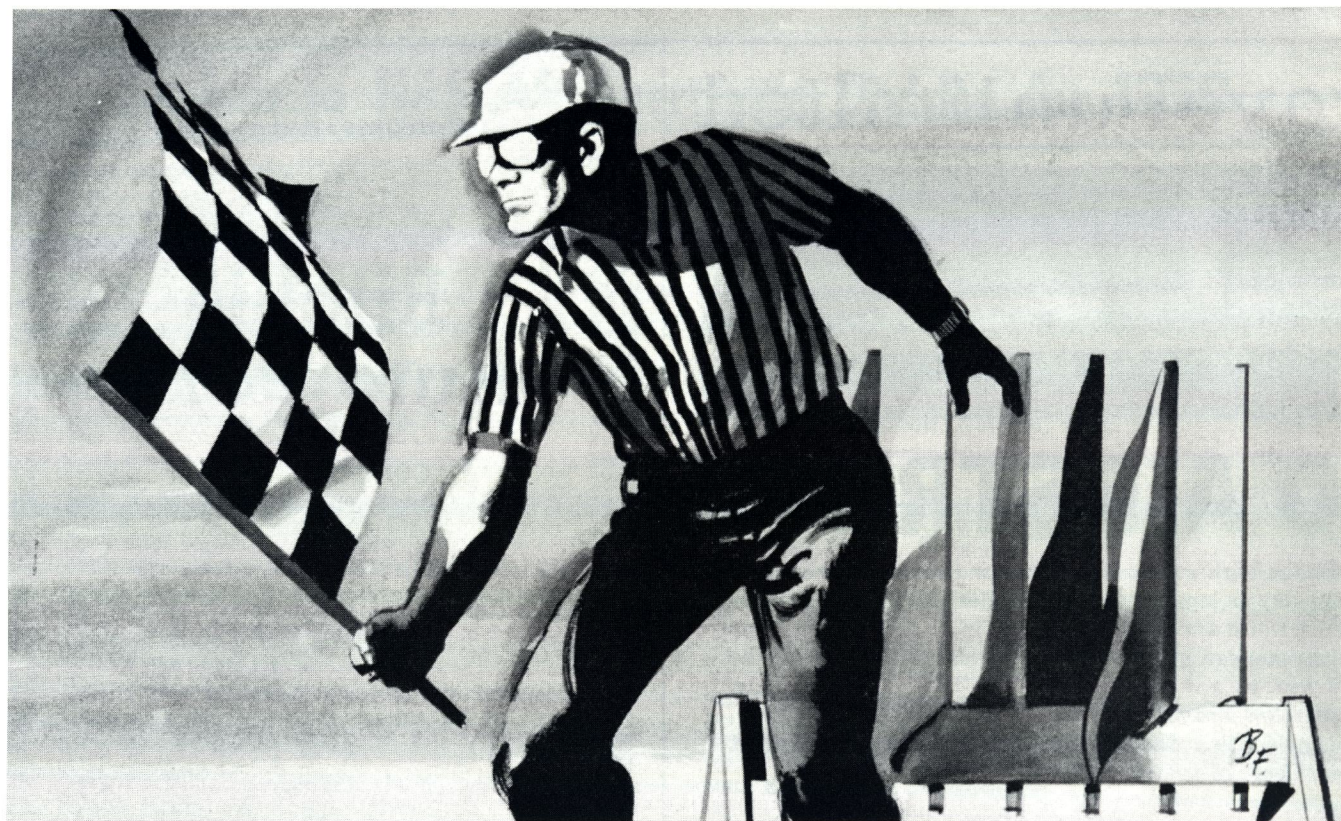
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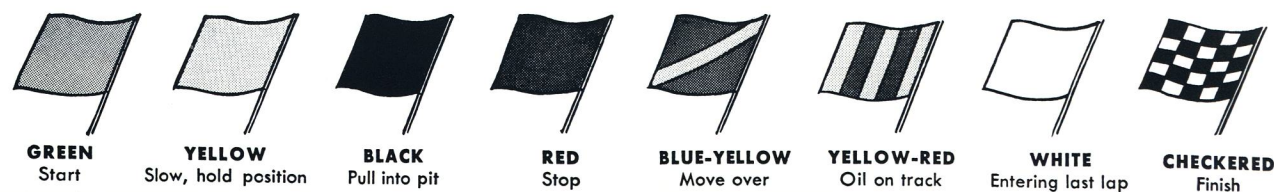
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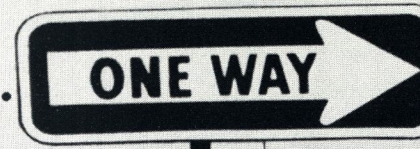
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