

THE *First* ANNUAL

WORLD 600



*[Signature]* To: Frank

OFFICIAL PROGRAM

No 1060 OF 5000

PRICE 1.00



# YOUR PONTIAC DEALERS

SALUTE

## *Charlotte Motor Speedway*

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### **MORGAN MOTOR CO.**

Your Pontiac Dealer  
ALBEMARLE, N. C.  
M. C. Morgan, Pres.

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**SAFE** Driving to  
Everyone  
**SAFE** Trading  
AT

**ED STALLINGS**  
Pontiac—Buick—Vauxhall  
CONCORD, N. C.

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### **H. J. GREGORY MOTOR CO.**

See Us for A New  
Pontiac  
KANNAPOLIS, N. C.

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*Compliments of*  
**McKNIGHT PONTIAC-BUICK CO.**

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### **BLANTON PONTIAC-CADILLAC, INC.**

SHELBY, N. C.  
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### **JUSTICE PONTIAC, INC.**

1003 E. Main St.  
ROCK HILL, S. C.

*"We Sell for Less and Trade the Best"*

*"Frank Woods Traded My Way"*

Your Pontiac Dealer

### **FRANK WOODS, INC.**

522 S. Tryon St.  
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### **LYTLE BUICK-PONTIAC, INC.**

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UN 5-2389 and TA 5-2730

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Drive the 1960 Pontiac

### **GRIFFIN MOTOR CO.**

MONROE, N. C.  
Bruce H. Griffin

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### **HEDRICK AUTO CO.**

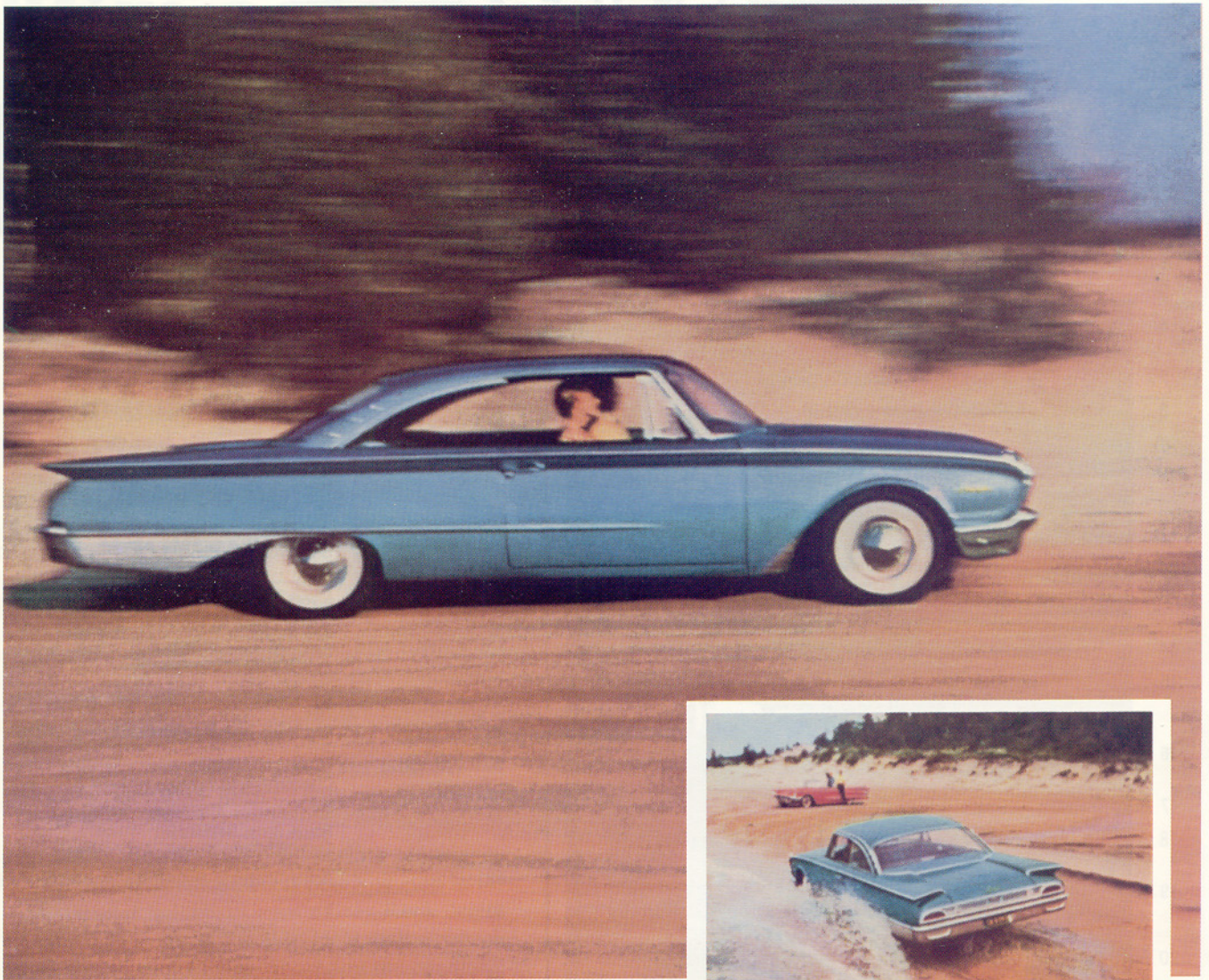
Your Pontiac Dealer  
SALISBURY, N. C.

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### **SHAVER MOTOR CO., INC.**

809 Salisbury Rd.  
STATESVILLE, N. C.  
Phone TR 2-5501





*The Finest Fords of a Lifetime  
bring you the Thunderbird's own*

The Finest Fords of a Lifetime include the dazzling new Starliner (foreground) and the Thunderbird, America's most wanted car.

# *SPIRITED PERFORMANCE*

The 1960 Fords are the cars you've always hoped would happen. They ride like the Thunderbird, corner like the Thunderbird, move like the Thunderbird—at low Ford prices. This is possible because each Ford has a new Wide-Tread Design that provides a 5-foot tread like the Thunderbird. They have new rear suspension with special leaf springs that are a full 5-feet long. And they have new anti-

dive and anti-squat control. With this leveled suspension, bumps are damped out before they reach you. You enjoy a luxuriously comfortable ride . . . a new sports-car kind of handling on any road.

For power, you can have one of the Thunderbird's own great engines in any 1960 Ford you choose. The Thunderbird 292 V-8 and 352 V-8, like the famous Mileage Maker Six, give

superior performance on regular fuel. For exceptional performance choose the new 300-hp Thunderbird 352 Special V-8 with 4-barrel carburetion . . . or the mighty 360-hp Thunderbird 352 Super V-8.

Try one of these Finest Fords of a Lifetime for a new driving experience. Discover just how sure and smooth a car can move.

FORD DIVISION, *Ford Motor Company*

A WONDERFUL NEW WORLD OF '60 **FORDS**

See "FORD STARTIME"  
in living color Tuesdays on NBC-TV

FORD—The Finest Fords of a Lifetime FALCON—The New-size Ford THUNDERBIRD—The World's Most Wanted Car



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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."

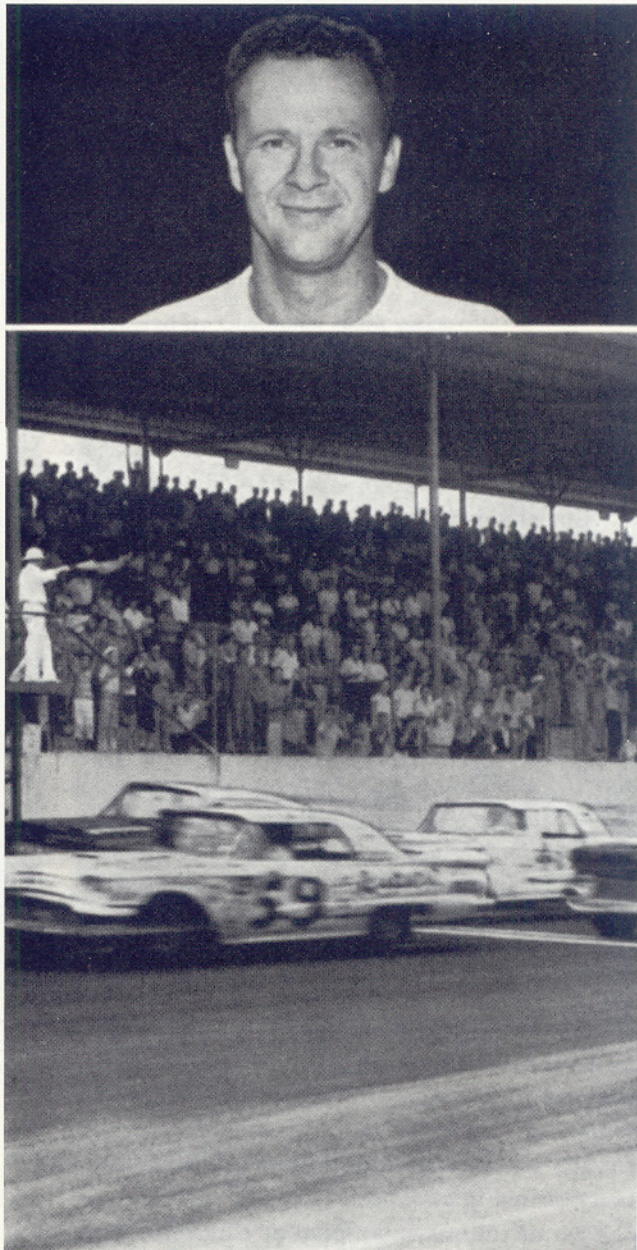
"I'm sold on Grey-Rock. They stop my car faster and wear longer. Tops for racing and on the highway."

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., Manheim, Pa.

Nationally advertised in *Saturday Evening Post*



*\*National Association for Stock Car Auto Racing*

*Only* **Grey-Rock** *makes* **BALANCED BRAKE LININGS**  
BALANCED BRAKESSETS • 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!* Roger Ward set a new record at Indianapolis last year at 135.8 miles per hour. Roger, 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!*





## *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



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*"Yours for LIFE,"*  
*Dick Harris, Jr.*



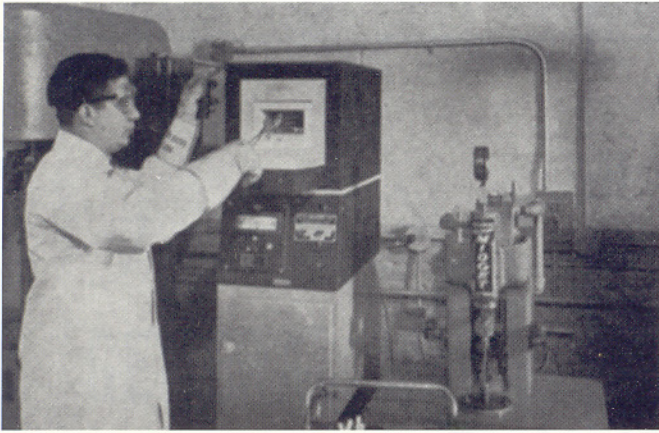
**SEE: DICK HARRIS, JR.**  
Broker of Money & Insurance  
**1103 Wachovia Bank Bldg.**  
**Charlotte, N. C.**  
**Dial ED 3-6323 or ED 2-5949**



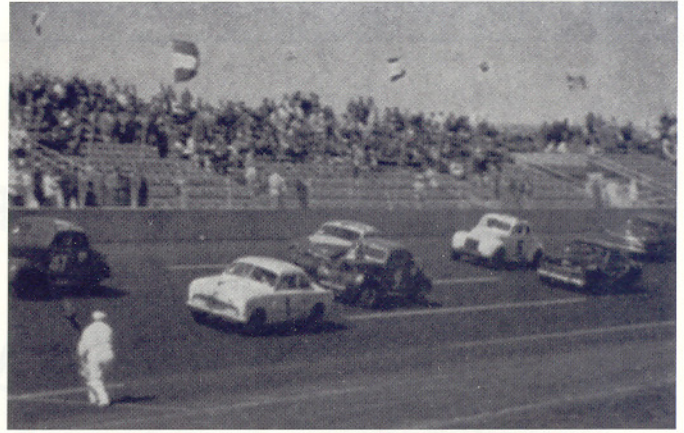
**THE PILOT LIFE INSURANCE COMPANY**

**HOME OFFICE: GREENSBORO, N. C.**





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

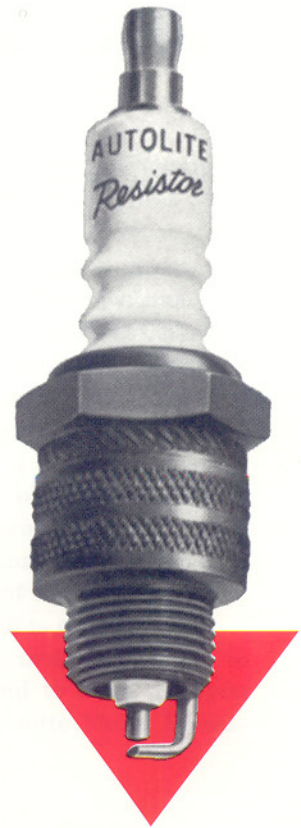


ON THE TRACK, spark plugs must perform perfectly under extreme operating conditions.

# “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     | 126.760 | 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  |







BRUTON SMITH



CURTIS TURNER

# OFFICIALS OF CHARLOTTE MOTOR SPEEDWAY, INC.

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 BRUTON SMITH, Charlotte, N. C. .... *Exec. Vice President,*  
*General Manager and Secty.*  
 EARL KELLEY, Concord, N. C. .... *Treasurer, Ass't. Secty.*

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 Esso Standard Oil Company, popular entertainer and "Mr.  
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 Virginia and Georgia.  
 CHARLES CRUTCHFIELD, Charlotte, N. C., executive vice presi-  
 dent and general manager of the Jefferson Standard Broadcas-  
 ting Co., operating Stations WBT and WBTW in Charlotte, N. C.  
 and WBTW in Florence, S. C.  
 A. C. GOINES, Charlotte, N. C., secretary and treasurer of the  
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 N. C. and an executive of Champion Manufacturing Company  
 of Charlotte, N. C.  
 G. B. NALLEY, Easley, S. C., timberman, financier and real estate  
 business in South Carolina.  
 BRUTON SMITH, Charlotte, N. C., executive vice president, gen-  
 eral manager and secretary of Charlotte Motor Speedway, Inc.  
 and well-known NASCAR promoter for more than 11 years.  
 G. D. SMITH, Big Island, Virginia, an executive of the Bank of  
 Big Island, Big Island, Va. and timber business executive.  
 CURTIS TURNER, Charlotte, N. C., president of Charlotte Motor  
 Speedway, president of Turner Timber Corporation with main  
 offices in Charlotte, N. C. and nationally famous race driver.



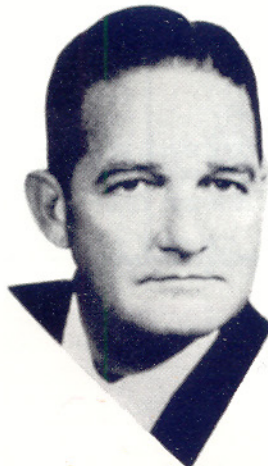
G. D. SMITH



JERRY BALL



A. C. GOINES



CHARLES CRUTCHFIELD



G. B. NALLEY



# T-BIRD POWER PRODUCTS

originators of



high performance engine, chassis and safety equipment

WELCOME YOU TO THE

CHARLOTTE MOTOR SPEEDWAY

The World's Newest and Finest 1½ Mile Track

HOME OF THE WORLD 600

---

Three Names to Know and Watch in the World of Performance

HOLMAN AND MOODY

T-BIRD POWER PRODUCTS

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**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.)



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# 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.

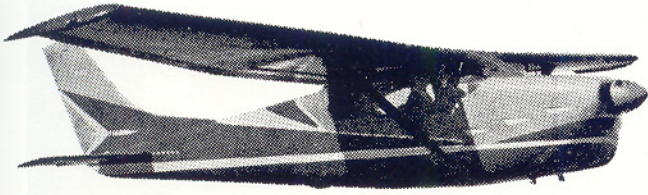
For the drivers, there is the beautiful 1½-mile paved racing course with its 24-degree banked turns and its unique octagon-shaped home-stretch design, all of which permit ultra high speeds, yet demand exacting driving skill.

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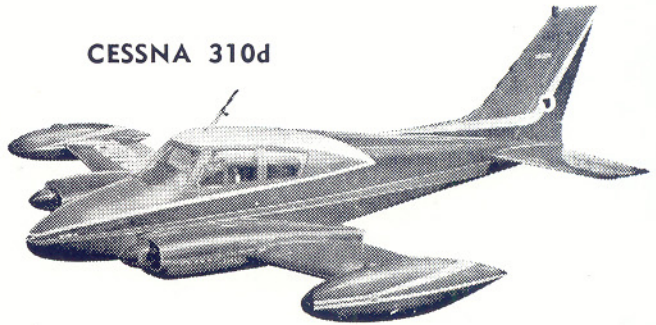
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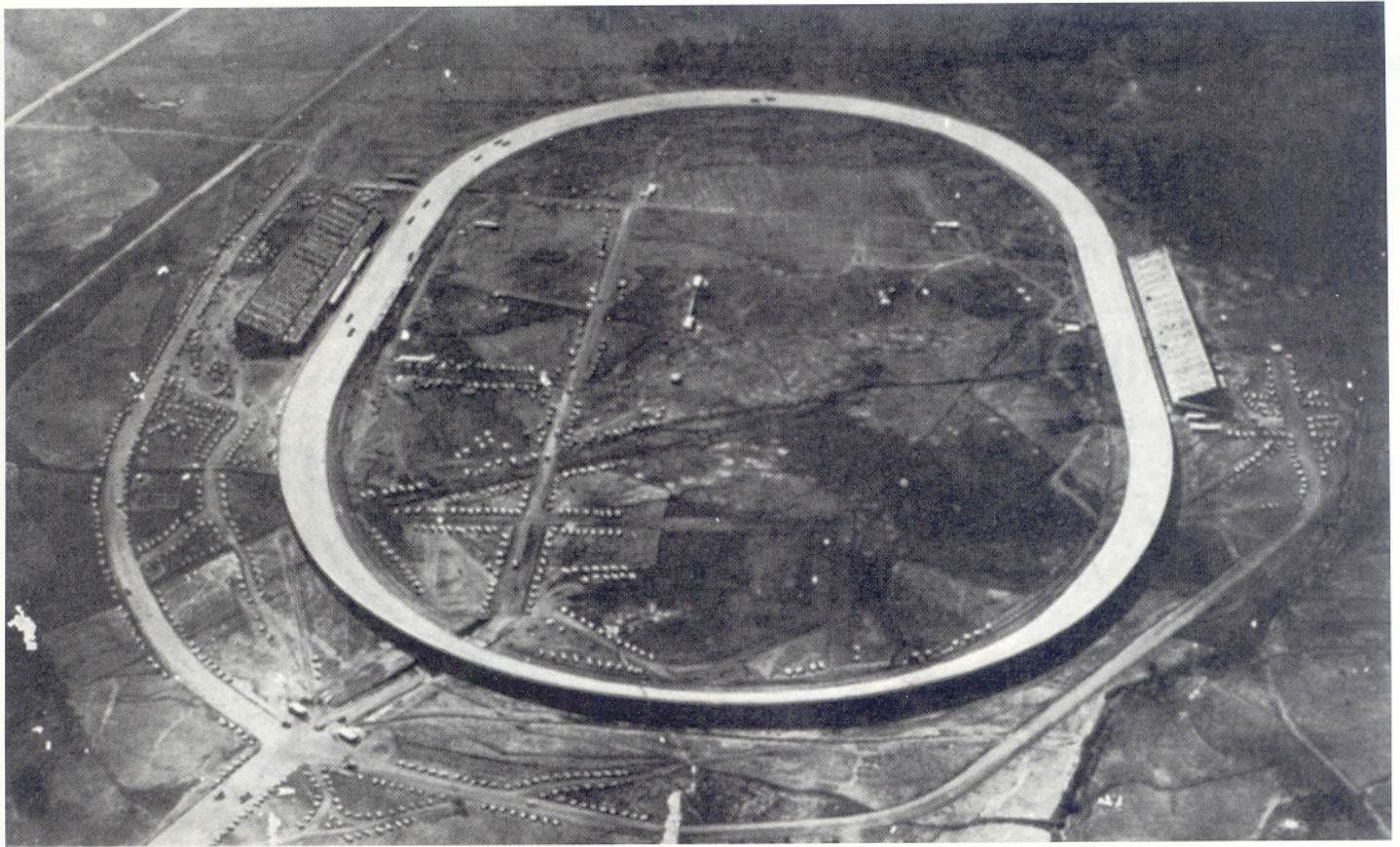
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AN UNUSUAL AERIAL PHOTO OF CHARLOTTE SPEEDWAY  
 . . . a fantastic board track back in 1924-1926

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

By MAX MUHLEMAN  
 Charlotte News Sports Writer

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.

**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.

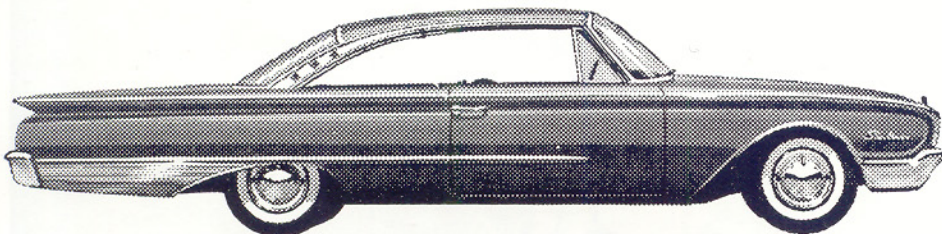
(Continued on Page 18)



# FREE

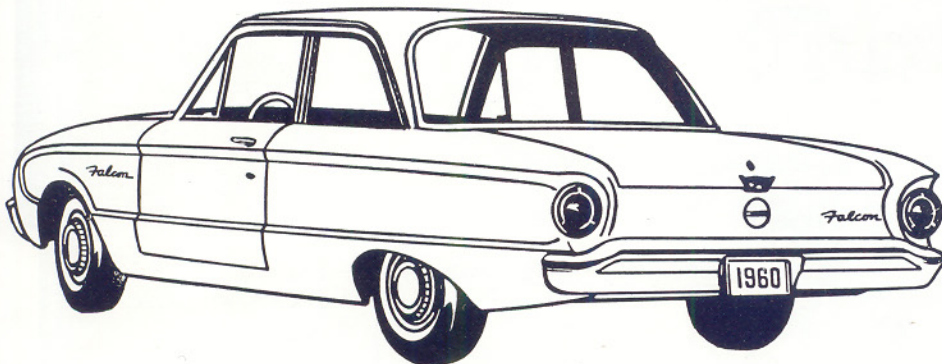
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MR. OSMOND L. BARRINGER . . . the first general manager of Charlotte's fabulous board speedway in the 1920's

## 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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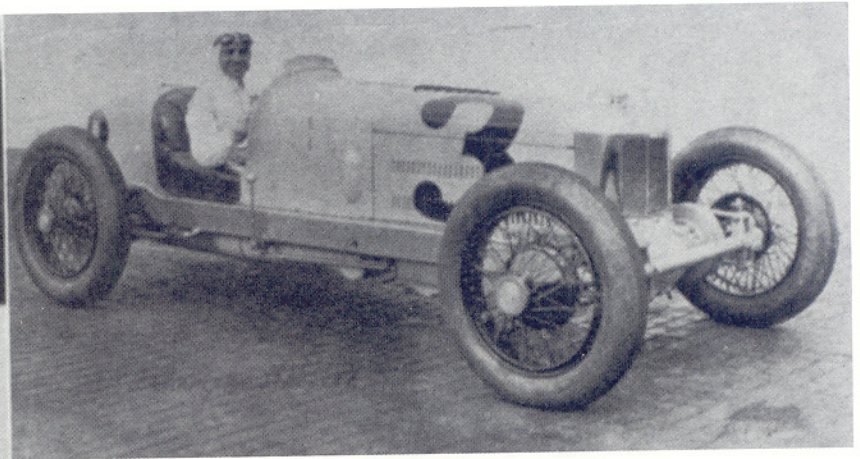
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EARL COOPER



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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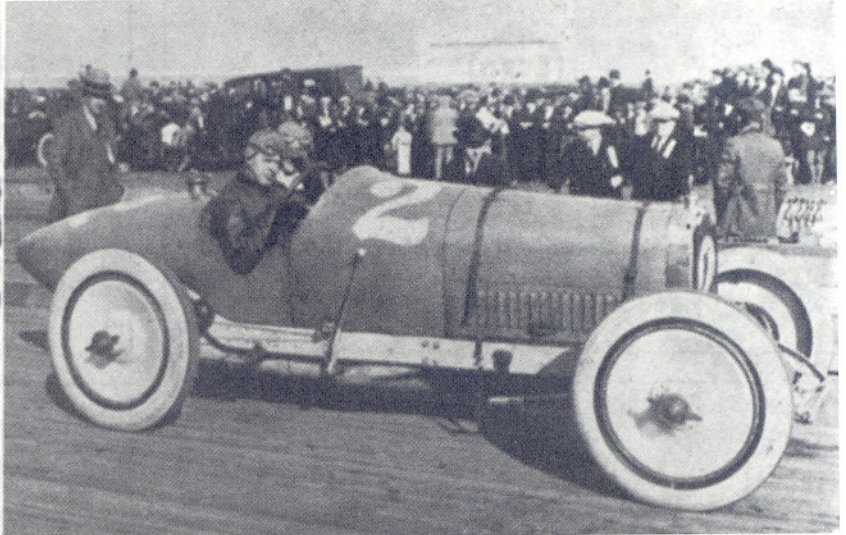
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FRANK LOCKHART



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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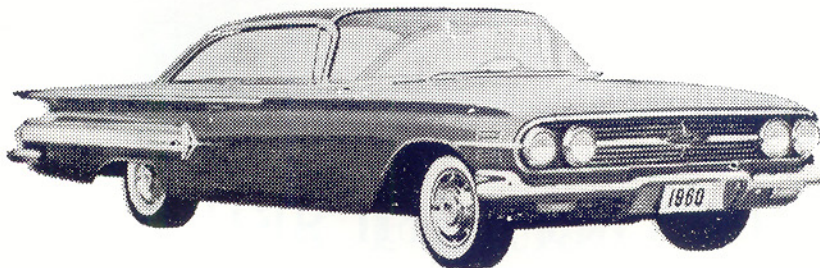


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Who Else Takes Care of Your Budget As Gently As Chevrolet?





## You maneuver with skillful sureness in

*Crisp, clean beauty* rides on balanced, wider stance to give unsurpassed driving accuracy

You discover a new driving precision when you accelerate a 1960 Pontiac into action. Under all its effortless eagerness you will feel a car that has *awakened* to the road.

The wheels of a Pontiac are farther apart. This widens the stance, firms the foundation, gives you balanced stability.

No more sleepy listing on curves. No more meandering to and fro over tar strips or rutted roads. The

extended, more stable stance of Wide-Track Wheels makes Pontiac go where you guide it . . . *stay* where you put it!

This takes the tension out of tight city traffic. It makes you more positive at turnpike pace. It's a driving experience totally new in passenger cars . . . and exclusively reserved for those who command a Pontiac.

Into Wide-Track Design, Pontiac has engineered an





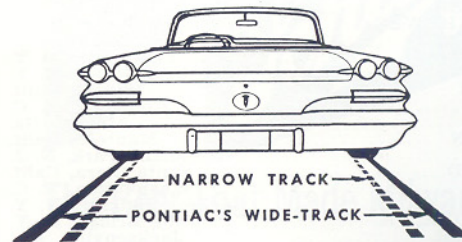
*The new Pontiac Catalina Vista for 1960*

## a 1960 Wide-Track Pontiac

ingeniously improved suspension system. This softens the ride, and, in combination with Wide-Track, gives you comfort unsurpassed in any other passenger car.

Sharpen your driving skill and pleasure in nineteen-sixty. Your local Pontiac dealer holds the key to Wide-Track travel. He'll be happy to hand it to you.

And you'll be happy to get it, for it's the key to a completely new world of motoring.



Wide-Track widens the stance, not the car. With the widest track of any car, Pontiac gives you better stability, less lean and sway, accurate control.

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# Know the real joy of good living

ENJOYING the best in this world doesn't  
always cost a lot more. Refreshing Schlitz,  
for example, is one of life's most  
refreshing pleasures—and within reach of all.

*Move up  
to quality...*

*Move up  
to Schlitz!*

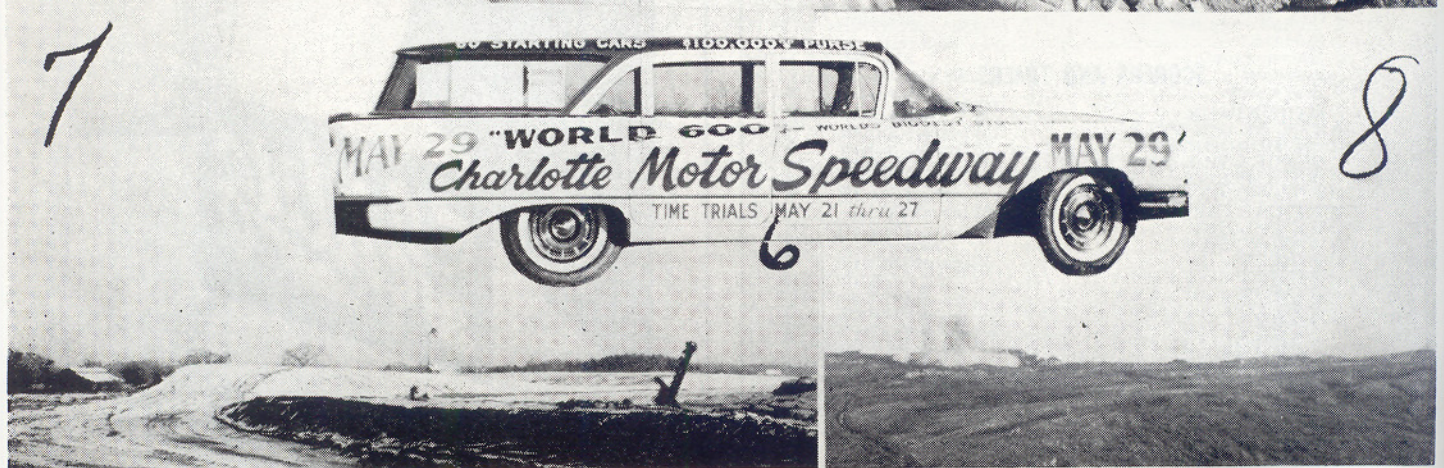
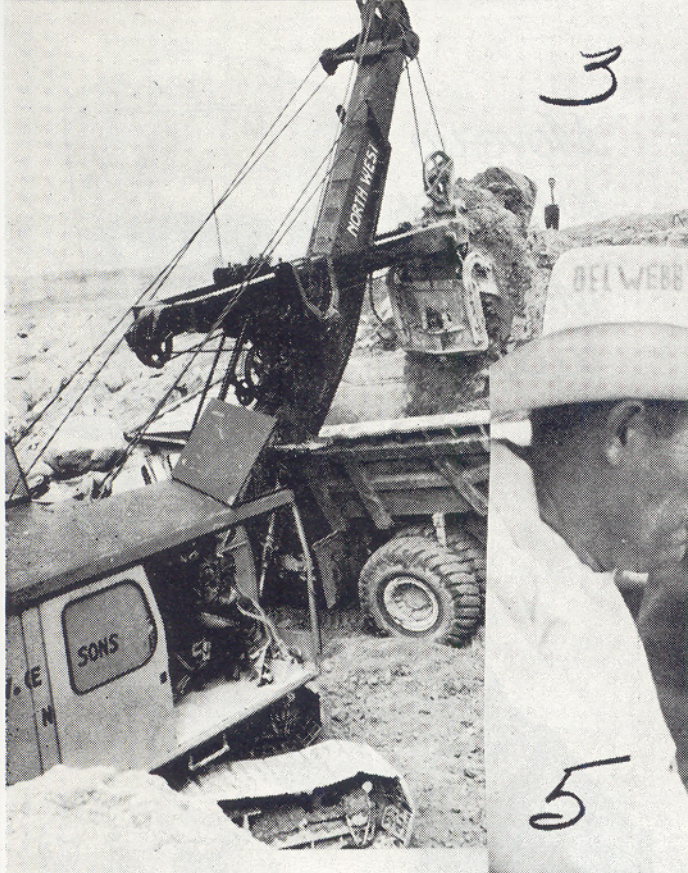
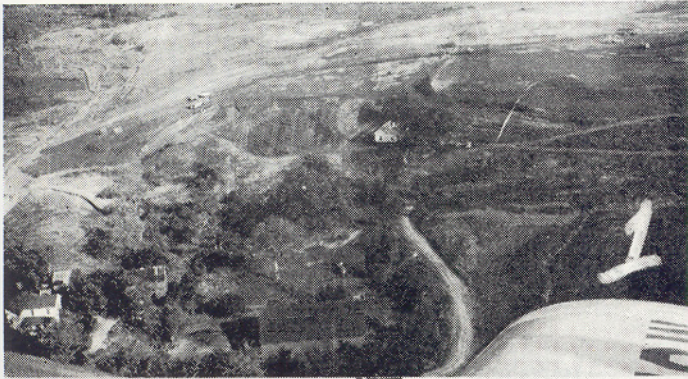


The Beer That Made Milwaukee Famous

## Cunningham Wholesale Co.

CHARLOTTE, N. C.

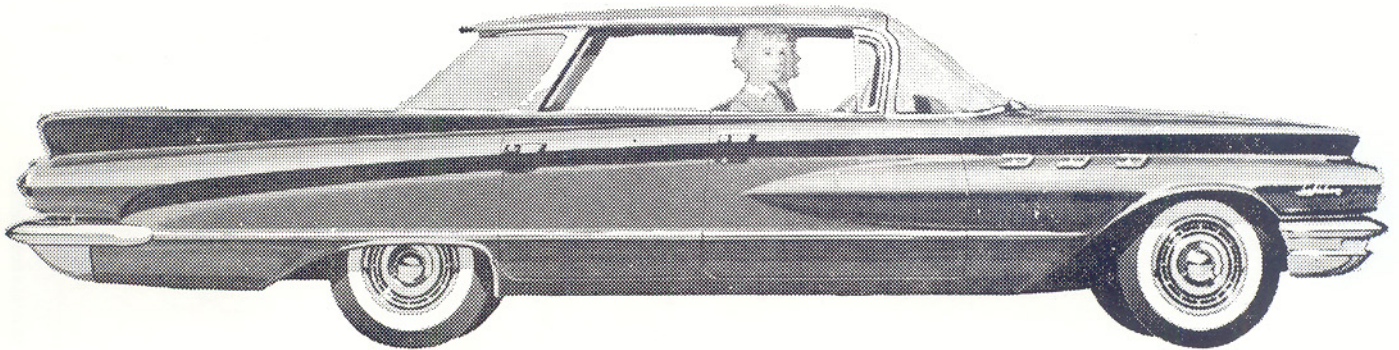




**CHARLOTTE MOTOR SPEEDWAY CONSTRUCTION** — 1. An aerial view taken in October, 1959 during early stages of construction. The pit area is where the house in the center is shown. 2. Big earth-moving pan works on third turn. 3. Big shovel pours dirt into back of back-dump truck. This scene was repeated 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.



**FOLGER'S IS THE PLACE TO SEE**



THE TURBINE DRIVE

# BUICK '60

**LeSABRE...**the lowest-priced Buick – **INVICTA...**the high-performance Buick  
**ELECTRA...**the finest Buick of all

**BUICK'S all-time BEST!**

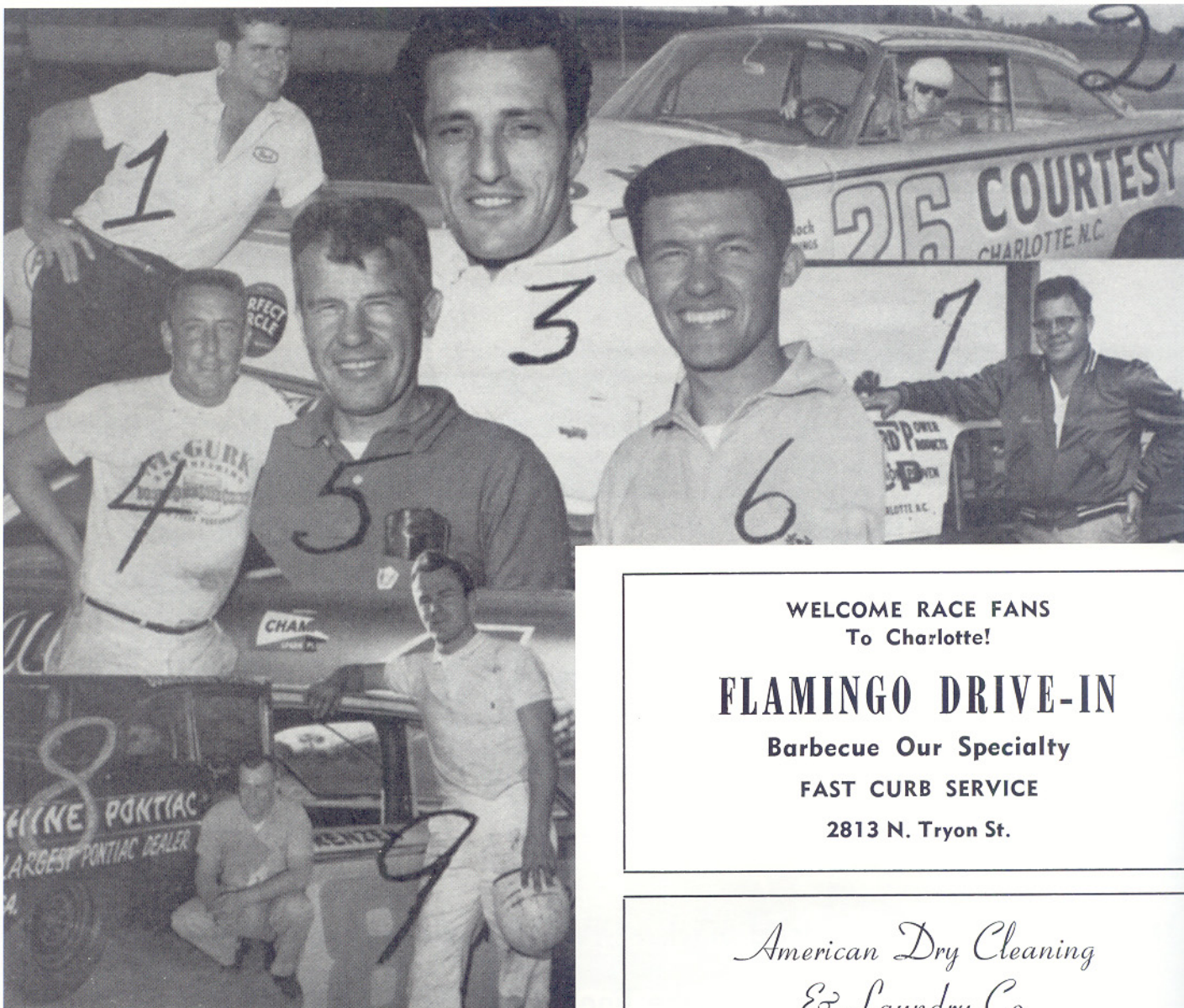
**LEE A. FOLGER  
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*The Carolina's Largest Buick Dealer*

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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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To Charlotte!

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FAST CURB SERVICE  
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**Quality Ready-Mixed Concrete**



## FOR '60, A NEW SOUND DOMINATES THE ROAD...THE OVERWHELMING PLYMOUTH SONORAMIC COMMANDO V-8.

THE FIRST RAM INDUCTION ENGINE IN A PRODUCTION CAR!  
GIVES SUPERCHARGED RESULTS WITHOUT STEALING POWER  
...AND PUTS OUT GREATER TORQUE THAN 400 CU. IN. MILLS!

Here's **authority!** Chrysler Corporation's top engine men worked with test cars in the Brickyard at Indy...spent months with chattering electronic computers in the labs...and finally turned a "custom competition" dream into a production model!

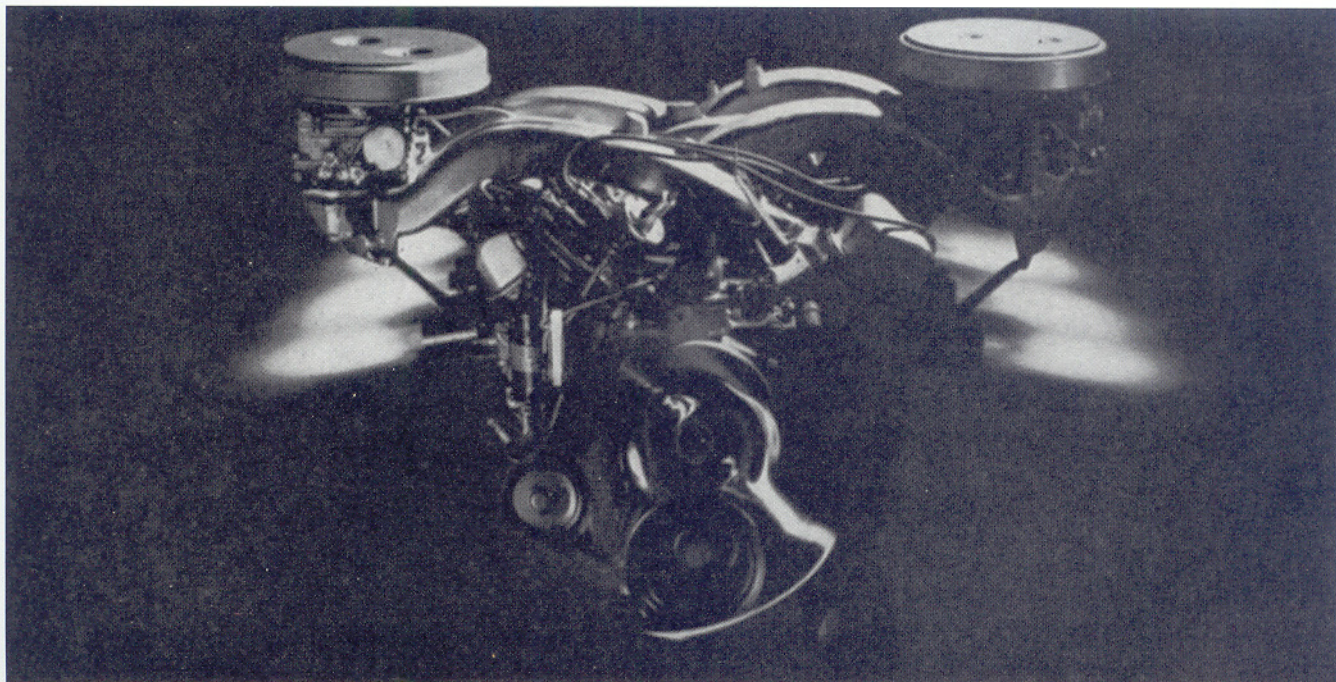
Plymouth **SonoRamic** uses long, curving intake manifolds to provide the results of a positive displacement supercharger. The air-fuel mixture moves through the manifold tubes until the intake valve closes. This sets up a compression wave which travels back and forth at high frequency, building enormous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

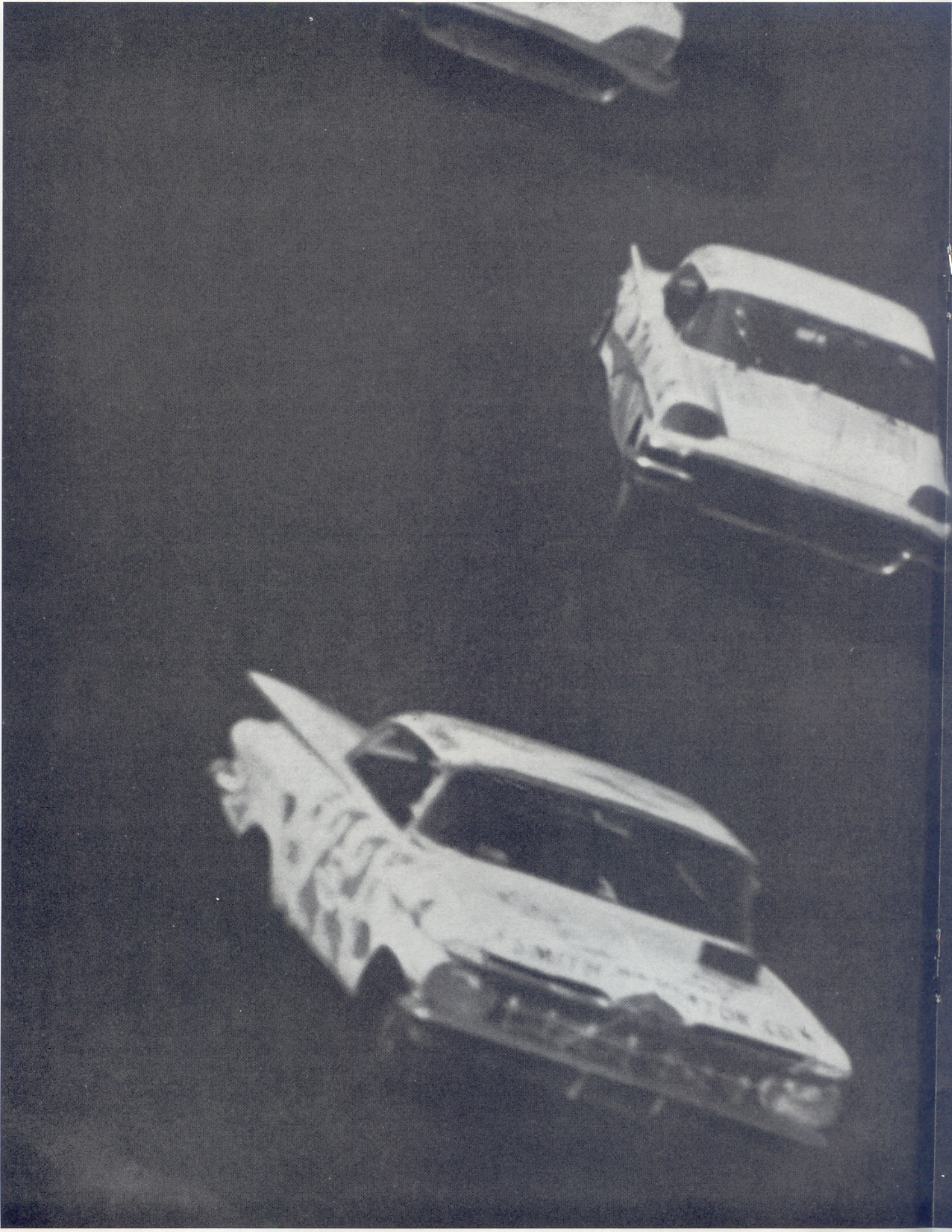
A Chrysler-engineered product, built a new solid way to give you solid satisfaction

## SOLID PLYMOUTH 1960



383 cu. in. **SonoRamic Commando V-8:** HP., 330 at 4800 RPM. Torque, 460 lbs.-ft. at 2800 RPM. Comp. ratio, 10:1. Dual 4 bbl. carbs.  
Or choose the 361 cu. in. **SonoRamic V-8:** HP., 310 at 4800 RPM. Torque, 460 lbs.-ft. at 2800 RPM. Comp. ratio, 10:1. Dual 4 bbl. carbs.







*Speedway-proved for  
your turnpike safety*

# Firestone

## **CHAMPION IN 20 OF NASCAR'S 22 BIGGEST GRAND NATIONAL RACES**

In twenty of twenty-two toughest NASCAR Grand National contests, the winner has roared home on Firestone tires. Firestone holds a record of nine wins in ten years at Darlington's famous Southern 500. And in eleven of twelve years, Firestones have led the field in the big Grand National Circuit Championship races at Daytona. But it doesn't stop there. At Daytona's new International Speedway, February, 1959, *the fastest 500 miles ever run anywhere in a stock car* was turned in on Firestone tires. The average speed in that record-toppling 500-Mile Sweepstakes was a record-making 135.521 m.p.h.! And in shorter-distance Grand Nationals at Daytona, Darlington and elsewhere, Firestone is also the overwhelming leader—holding more world and track records and individual race victories than any other tire.

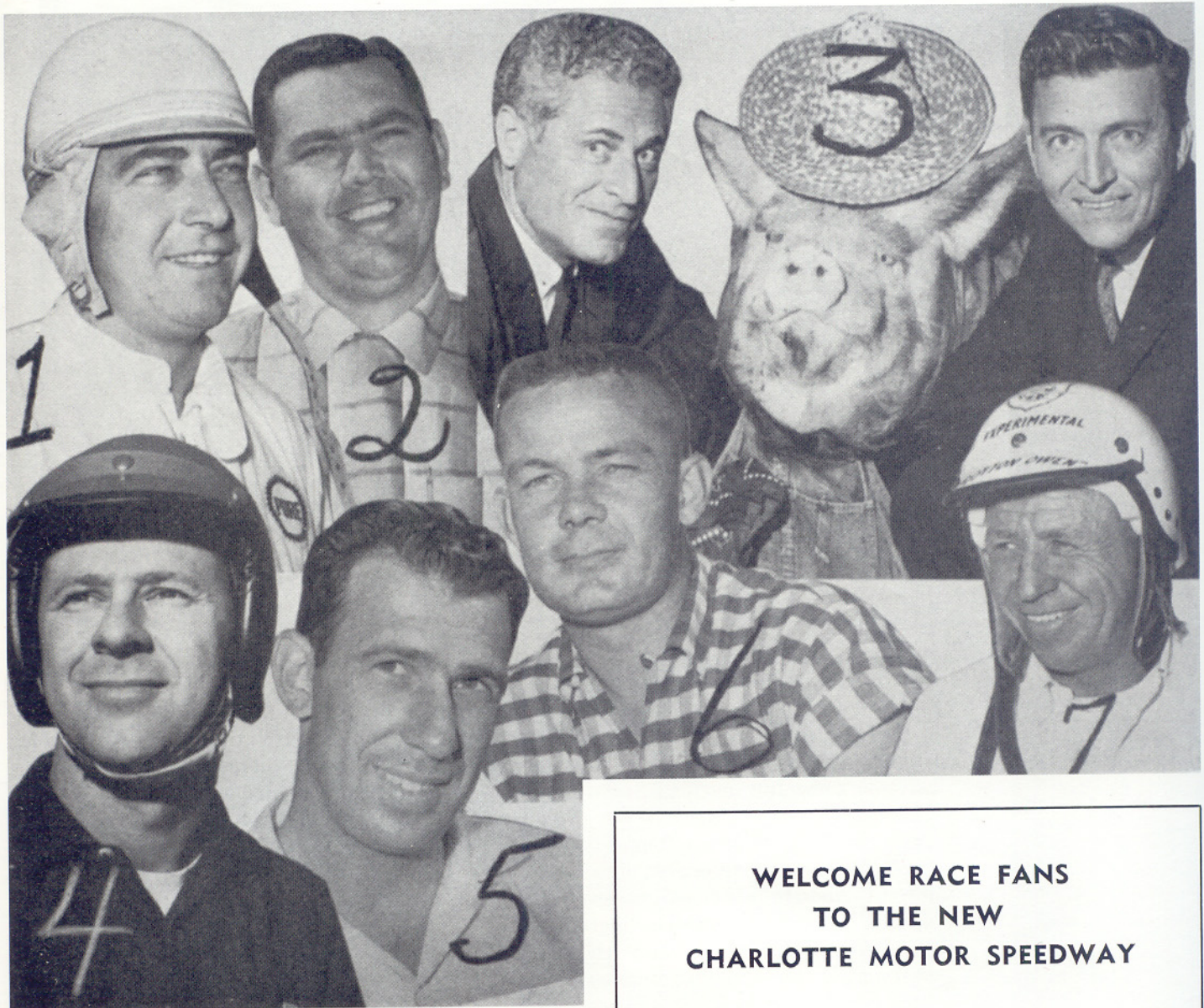
But the most important result of all is the one *you* get when you put a set of Firestones on your car. Every Firestone tire you buy brings you a whole host of speedway-developed advantages that give you unmatched safety, mileage and performance at highway and turnpike speeds. Among them are Firestone Rubber-X\*—longest-wearing rubber ever used in Firestone tires—and tough Firestone Safety-Fortified cord. Be sure to get them the next time you buy tires. Convenient terms, if you wish, at your nearby Firestone Dealer or Store.



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

Copyright 1960, The Firestone Tire & Rubber Co.





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.)

Before or After . . . Head For  
**Honey's Restaurants**

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 CHARLOTTE, N. C.  
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*"A Honey of A Place to Eat"*

We specialize in Box Lunches . . . Call ahead  
 and we will have your order ready to go.

WELCOME RACE FANS  
 TO THE NEW  
 CHARLOTTE MOTOR SPEEDWAY



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1006 Woodward Ave.

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**The guy with the wrench.** He's the "man behind the man behind the wheel" . . . the mechanic. The one the driver depends on. The one the crowd never notices. He's symbolic of all mechanics whose know-how and mechanical skill help keep America rolling. And because of their valuable contributions to racing and the automobile industry as a whole, the makers of Wynn's Friction Proofing products — *for the ninth straight year* — will pay tribute to many of these men during 1960 with the coveted Winning Mechanic's Award.



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.

THE *Proof* IS IN THE *Performance!*



WYNN OIL COMPANY • 1151 WEST FIFTH STREET • AZUSA, CALIFORNIA, U. S. A.



# First North Carolina Governor Once Owned Charlotte

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.

By Theresa Thomas

Charlotte Observer Staff Writer

[See Picture Layout on Page Forty]

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-



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# Motor Speedway Site

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.

# 1959 Winners

with

# Pedrick

## FORMFLEX CHROME

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(NASCAR Races Only)

Daytona Beach, Fla., February 20th  
Bob Welborn - Paul McDuffie

Pittsburgh, Pa., July 21st  
Jim Reed

Martinsville, Va., May 3rd  
Lee Petty - Red Myler

Charlotte, N. C., July 26th  
Jack Smith - Bud Moore

Columbia, S. C., April 4th  
Jack Smith - Bud Moore

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.

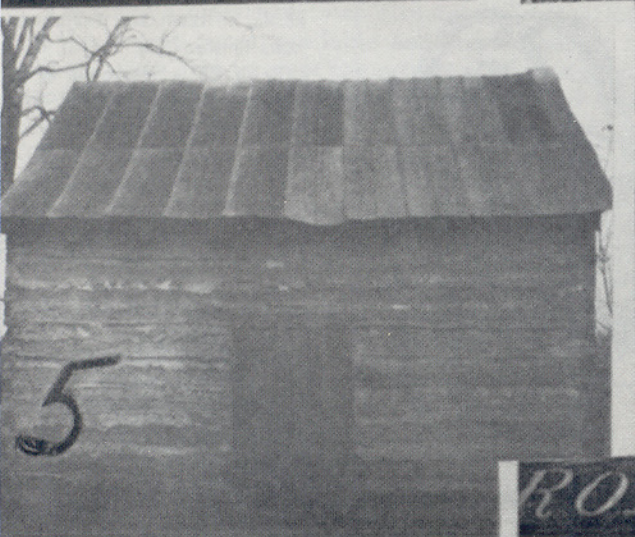
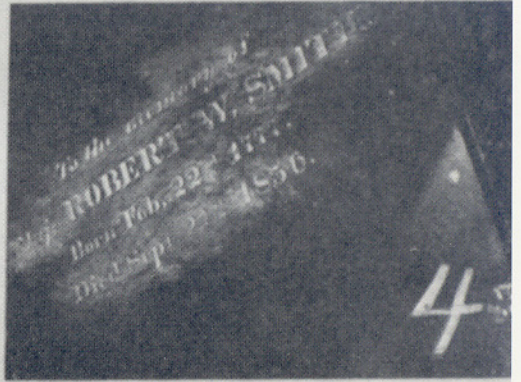


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**THE HISTORIC TOUCH** — There's a great deal of history behind the site on which Charlotte Motor Speedway is built. Take, for instance, (1) the house—George Washington slept here and the site was owned by the first elected governor of North Carolina, 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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Keep Check on Champion Scoreboard

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1 \_\_\_\_\_  
2 \_\_\_\_\_  
3 \_\_\_\_\_  
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120 LAPS

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220 LAPS

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320 LAPS

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240 LAPS

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400 LAPS

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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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LEN WILLIAMS

*Program Directors*

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# 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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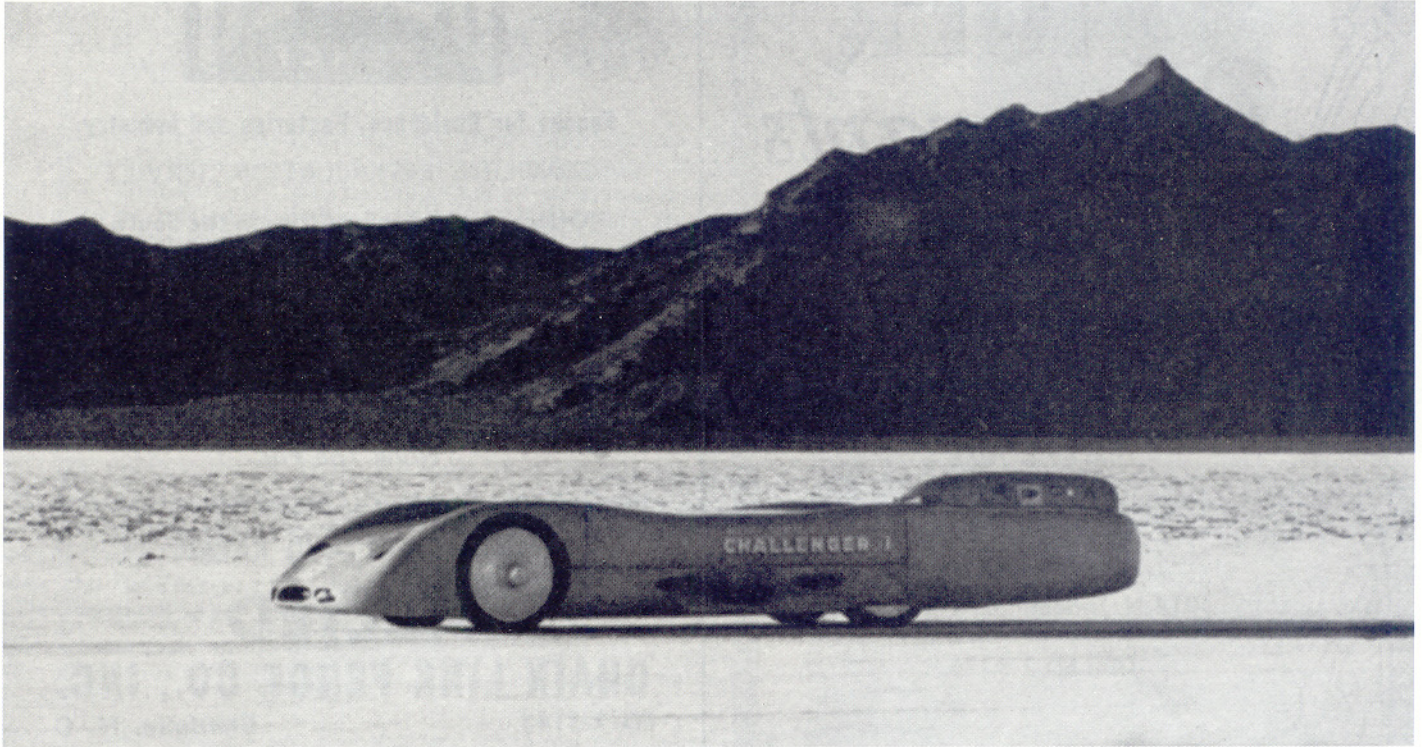
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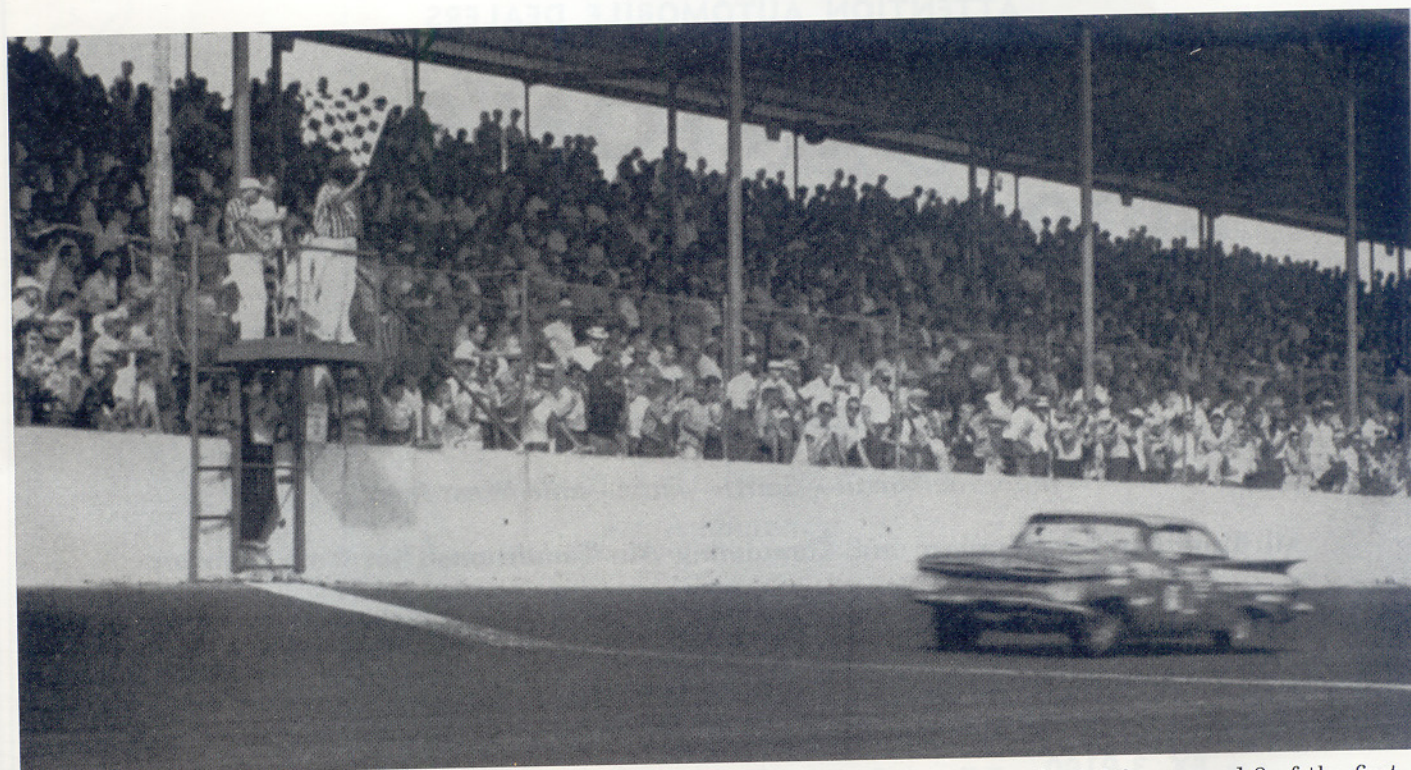


# GOODYEAR'S AMAZING



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

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**ACTION AT DAYTONA INTERNATIONAL SPEEDWAY:** Here are some action scenes from Daytona International Speedway, scene of the "Firecracker 250" race July 5th: (1) Aerial view of the Daytona track during second annual "Daytona 500" in February; (2) Looking down on the Grand National cars swinging thru high banked west turn during race; (3) Coming off the high banked east turn with Grand Nationals; (4) Jack Smith (No. 47) and Cotton Owens (No. 6) winners of the two record smashing 25-mile races January 31; (5) Junior Johnson of Ronda, N. C., winner of the "Daytona 500" with his crew after victory. Shown here are Mechanics Jim Wilson, Harry Hill and Ray Fox, Driver Junior Johnson, Dave Evans of Goodyear Tires and Harley Earls, retired General Motors executive; (6) Johnson in No. 27 roars thru turn; (7) The aftermath of the 37-car pile up on the first lap of the 250-mile modified-sportsman race February 13. (Taylor Warren photos)



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## "Rebel 300" May 6

STARTING  
TIME

**2:30 P. M.**

TIME TRIALS  
May 4-5

## "Southern 500" September 5

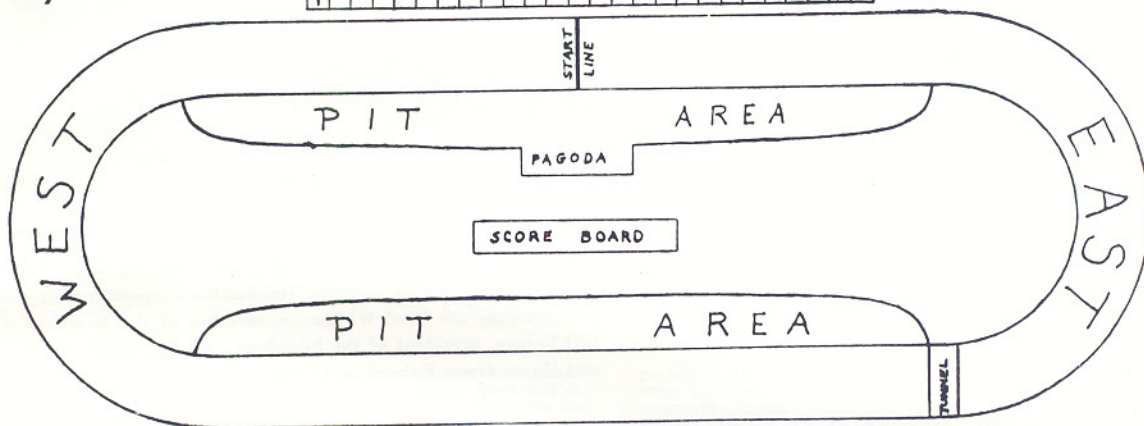
STARTING  
TIME

**11:00 A. M.**

TIME TRIALS  
Aug. 31-Sept. 1, 2, 3

GRANDSTAND A

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| 20 | AA    | BB | CC | DD | EE | FF | GG | HH | II | JJ | KK | LL | MM | NN | OO | PP | QQ | RR | SS | TT | UU | VV | WW | XX | 20 |
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| 17 |       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    | 17 |
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GRANDSTAND B

|    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |    |
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| 2  |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 2  |
| 3  |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 3  |
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| 8  |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 8  |
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| 13 |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 13 |
| 14 |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 14 |
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| 19 |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  | 19 |
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|    | V | U | T | S | R | Q | P | O | N | M | L | K | J | I | H | G | F | E | D | C | B | A |  |  |  |    |

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RACING



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DARLINGTON, S. C.

Date \_\_\_\_\_

Rebel 300 — May 6, 1961

\_\_\_\_\_ Reserved Covered Grandstand @ \$8.00 each \_\_\_\_\_ Total \$ \_\_\_\_\_

\_\_\_\_\_ Reserved Uncovered Grandstand @ \$5.00 each \_\_\_\_\_ Total \$ \_\_\_\_\_

Southern 500 — Sept. 5, 1960

\_\_\_\_\_ Covered Grandstand @ \$10.00 each \_\_\_\_\_ Total \$ \_\_\_\_\_

\_\_\_\_\_ Uncovered Grandstand (Rows 15-20) @ \$8.00 each \_\_\_\_\_ Total \$ \_\_\_\_\_

\_\_\_\_\_ Uncovered Grandstand (Rows 1-14) @ \$6.00 each \_\_\_\_\_ Total \$ \_\_\_\_\_

Name \_\_\_\_\_

Street (P. O. Box) \_\_\_\_\_

City & State \_\_\_\_\_

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Total Enclosed \$ \_\_\_\_\_

MAIL ALL ORDERS TO:  
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Page Fifty-Three



# "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.

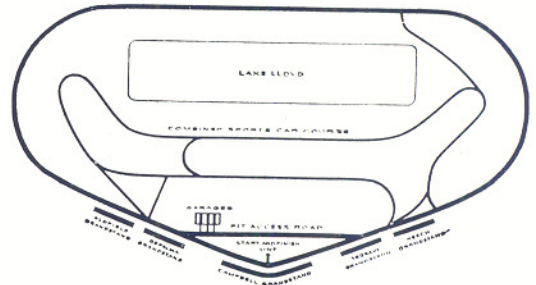
## 1960— SCHEDULE OF EVENTS

- 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

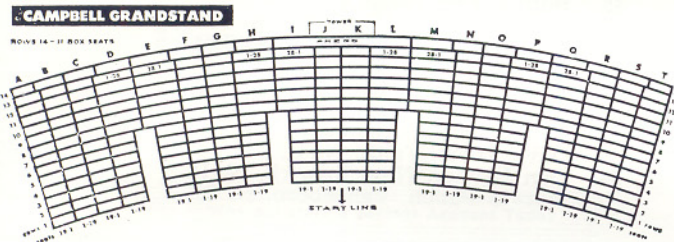


Diagram above shows the seating arrangement for Sir Malcolm Grandstand, located in the center of the grandstand area on the north side of track and directly back of the starting and finish line. The complete track is visible from any seat in this magnificent grandstand. ALL CHAIR SEATS.

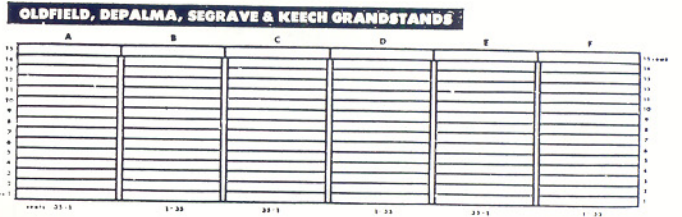


Diagram above is for Oldfield, DePalma, Segrave and Keech Grandstands (all similar). Refer to diagram above for location of the grandstands. All are located on the north side of the track with a complete view of the entire race course. Section numbers start at west end with six sections and 15 rows in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



# 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, Owing 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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# 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 Brigrance, 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.<br>1/3 mile paved    | Nov. 9, '58 | Bob Welborn<br>'57 Chevy    | Glen Wood<br>'58 Ford        | Buck Baker<br>'58 Chevy       | Roy Tyner<br>'57 Chevy          | Junior Johnson<br>'57 Ford    |
| DAYTONA BEACH, FLA.<br>2 1/2 miles paved | Feb. 20     | Bob Welborn<br>'59 Chevy    | Fred Wilson<br>'59 T-Bird    | Tom Pistone<br>'59 T-Bird     | Joe Weatherly<br>'59 Chevy      | Eduardo Dibus<br>'59 T-Bird   |
| HILLSBORO, N. C.<br>9/10 mile dirt       | Mar. 1      | Curtis Turner<br>'59 T-Bird | Tom Pistone<br>'59 T-Bird    | Bob Welborn<br>'59 Chevy      | Lee Petty<br>'57 Olds           | Buck Baker<br>'59 Chevy       |
| CONCORD, N. C.<br>1/2 mile dirt          | Mar. 8      | Curtis Turner<br>'59 T-Bird | Cotton Owens<br>'58 Pontiac  | Lee Petty<br>'57 Olds         | Jr. Johnson<br>'57 Ford         | Speedy Thompson<br>'57 Chevy  |
| ATLANTA, GA.<br>1 mile dirt              | Mar. 22     | J. Beauchamp<br>'59 T-Bird  | Buck Baker<br>'59 Chevy      | Tom Pistone<br>'59 T-Bird     | Speedy Thompson<br>'57 Chevy    | Joe Eubanks<br>'58 Ford       |
| WILSON, N. C.<br>1/2 mile dirt           | Mar. 29     | Jr. Johnson<br>'57 Ford     | Curtis Turner<br>'59 T-Bird  | Dick Petty<br>'57 Olds        | Lee Petty<br>'57 Olds           | Tom Pistone<br>'59 T-Bird     |
| WINSTON-SALEM, N. C.<br>1/4 mile paved   | Mar. 30     | Jim Reed<br>'57 Ford        | Lee Petty<br>'57 Olds        | Rex White<br>'59 Chevy        | Bob Welborn<br>'59 Chevy        | Buck Baker<br>'59 Chevy       |
| COLUMBIA, S. C.<br>1/2 mile dirt         | Apr. 4      | Jack Smith<br>'59 Chevy     | Ned Jarrett<br>'57 Ford      | Lee Petty<br>'57 Olds         | Tiny Lund<br>'57 Chevy          | Cotton Owens<br>'58 Pontiac   |
| NO. WILKESBORO, N. C.<br>3/8 mile paved  | Apr. 5      | Lee Petty<br>'57 Olds       | Jack Smith<br>'59 Chevy      | Cotton Owens<br>'58 Pontiac   | Tiny Lund<br>'57 Chevy          | Fred Harb<br>'57 Mercury      |
| READING, PA.<br>1/2 mile dirt            | Apr. 26     | Jr. Johnson<br>'57 Ford     | Speedy Thompson<br>'57 Chevy | Tom Pistone<br>'59 T-Bird     | Tommy Irwin<br>'59 T-Bird       | Buzz Woodward<br>'57 Ford     |
| HICKORY, N. C.<br>4/10 mile dirt         | May 2       | Jr. Johnson<br>'57 Ford     | Joe Weatherly<br>'59 T-Bird  | Lee Petty<br>'57 Olds         | Ken Rush<br>'57 Chevy           | Cotton Owens<br>'58 Pontiac   |
| MARTINSVILLE, VA.<br>1/2 mile paved      | May 3       | Lee Petty<br>'57 Olds       | John Beauchamp<br>'57 Chevy  | Jr. Johnson<br>'57 Ford       | Tom Pistone<br>'59 T-Bird       | Roy Tyner<br>'57 Chevy        |
| TRENTON, N. J.<br>1 mile paved           | May 17      | Tom Pistone<br>'59 T-Bird   | Cotton Owens<br>'58 Pontiac  | Lee Petty<br>'59 Plymouth     | Jim Reed<br>'59 Chevy           | Tommy Irwin<br>'59 T-Bird     |
| CHARLOTTE, N. C.<br>1/2 mile dirt        | May 22      | Lee Petty<br>'57 Olds       | Tiny Lund<br>'57 Chevy       | Cotton Owens<br>'58 Ford      | Speedy Thompson<br>'57 Chevy    | Buck Baker<br>'59 Chevy       |
| NASHVILLE, TENN.<br>1/2 mile paved       | May 24      | Rex White<br>'59 Chevy      | Jr. Johnson<br>'57 Ford      | Tommy Irwin<br>'59 T-Bird     | Buck Baker<br>'59 Chevy         | Joe Johnson<br>'57 Chevy      |
| SPARTANBURG, S. C.<br>1/2 mile dirt      | June 5      | Jack Smith<br>'59 Chevy     | Joe Eubanks<br>'58 Ford      | Jr. Johnson<br>'57 Ford       | G. C. Spencer<br>'57 Ford       | Roy Tyner<br>'57 Chevy        |
| GREENVILLE, S. C.<br>1/2 mile dirt       | June 13     | Jr. Johnson<br>'57 Ford     | Roy Tyner<br>'57 Chevy       | Lee Petty<br>'57 Olds         | Tiny Lund<br>'57 Chevy          | Tommy Irwin<br>'59 T-Bird     |
| SPARTANBURG, S. C.<br>1/2 mile dirt      | June 15     | Jack Smith<br>'59 Chevy     | Joe Eubanks<br>'58 Ford      | Jr. Johnson<br>'57 Ford       | G. C. Spencer<br>'57 Chevy      | Roy Tyner<br>'57 Chevy        |
| COLUMBIA, S. C.<br>1/2 mile dirt         | June 18     | Lee Petty<br>'59 Plymouth   | Tommy Irwin<br>'59 T-Bird    | Buck Baker<br>'59 Impala      | Bennie Rakestraw<br>'57 Mercury | Joe Weatherly<br>'59 T-Bird   |
| WILSON, N. C.<br>1/2 mile dirt           | June 20     | Jr. Johnson<br>'57 Ford     | Tom Pistone<br>'59 T-Bird    | Glen Wood<br>'58 Ford         | Lee Petty<br>'59 Plymouth       | Buck Baker<br>'59 Impala      |
| RICHMOND, VA.<br>1/2 mile dirt           | June 21     | Tom Pistone<br>'59 T-Bird   | Glen Wood<br>'58 Ford        | Buck Baker<br>'59 Impala      | Bob Welborn<br>'57 Chevy        | Cotton Owens<br>'58 Pontiac   |
| WINSTON-SALEM, N. C.<br>1/4 mile paved   | June 27     | Rex White<br>'59 Impala     | Ken Rush<br>'58 Ford         | Bob Welborn<br>'57 Chevy      | Jr. Johnson<br>'57 Ford         | Jim Reed<br>'59 Impala        |
| WEAVERVILLE, N. C.<br>1/2 mile paved     | June 28     | Rex White<br>'59 Impala     | Lee Petty<br>'59 Plymouth    | Jr. Johnson<br>'57 Ford       | Roy Tyner<br>'57 Chevy          | Herman Beam<br>'57 Chevy      |
| HEIDELBERG, PA.<br>1/2 mile dirt         | July 21     | Jim Reed<br>'59 Impala      | Rex White<br>'59 Impala      | Lee Petty<br>'59 Plymouth     | Marvin Porter<br>'57 Ford       | Cotton Owens<br>'58 Pontiac   |
| CHARLOTTE, N. C.<br>1/2 mile dirt        | July 26     | Jack Smith<br>'59 Impala    | Bob Welborn<br>'57 Chevy     | Buck Baker<br>'59 Chevy       | Cotton Owens<br>'58 Pontiac     | Larry Frank<br>'57 Chevy      |
| MYRTLE BEACH, S. C.<br>1/2 mile dirt     | Aug. 1      | Ned Jarrett<br>'57 Ford     | Jim Paschal<br>'57 Chevy     | Tommy Irwin<br>'57 Ford       | Glen Wood<br>'58 Ford           | Joe Weatherly<br>'59 T-Bird   |
| CHARLOTTE, N. C.<br>1/2 mile dirt        | Aug. 2      | Ned Jarrett<br>'57 Ford     | Jim Paschal<br>'57 Chevy     | Bob Welborn<br>'57 Chevy      | Tommy Irwin<br>'57 Ford         | Larry Frank<br>'57 Chevy      |
| GREENVILLE, S. C.<br>1/2 mile dirt       | Aug. 22     | Buck Baker<br>'59 Chevy     | Cotton Owens<br>'58 Pontiac  | Ned Jarrett<br>'57 Ford       | Jack Smith<br>'59 Chevy         | Jim Paschal<br>'57 Chevy      |
| COLUMBIA, S. C.<br>1/2 mile dirt         | Aug. 29     | Lee Petty<br>'59 Plymouth   | Tiny Lund<br>'57 Chevy       | Fred Harb<br>'57 Ford         | Roy Tyner<br>'57 Chevy          | Glen Wood<br>'58 Ford         |
| DARLINGTON, S. C.<br>1 3/8 mile paved    | Sept. 7     | Jim Reed<br>'59 Chevy       | Bob Burdick<br>'59 T-Bird    | Bobby Johns<br>'57 Chevy      | Richard Petty<br>'59 Plymouth   | Tommy Irwin<br>'59 T-Bird     |
| HICKORY, N. C.<br>4/10 mile dirt         | Sept. 11    | Lee Petty<br>'59 Plymouth   | Buck Baker<br>'59 Chevy      | Rex White<br>'59 Chevy        | Jr. Johnson<br>'58 Ford         | Brownie King<br>'57 Chevy     |
| RICHMOND, VA.<br>1/2 mile dirt           | Sept. 13    | Cotton Owens<br>'59 T-Bird  | Lee Petty<br>'59 Plymouth    | Tom Pistone<br>'59 T-Bird     | Reds Cagle<br>'57 Chevy         | Runt Harris<br>'57 Chevy      |
| HILLSBORO, N. C.<br>9/10 mile dirt       | Sept. 20    | Lee Petty<br>'59 Plymouth   | Cotton Owens<br>'59 T-Bird   | Richard Petty<br>'59 Plymouth | Larry Frank<br>'57 Chevy        | Roy Tyner<br>'57 Chevy        |
| SACRAMENTO, CALIF.<br>1 mile dirt        | Sept. 13    | Eddie Gray<br>'59 Ford      | Scott Cain<br>'59 T-Bird     | Dan Weinberg<br>'58 Mercury   | Bob Ross<br>'57 Chevy           | Lucky Long<br>'57 Chevy       |
| WEAVERVILLE, N. C.<br>1/2 mile paved     | Oct. 11     | Lee Petty<br>'59 Plymouth   | Glen Wood<br>'58 Ford        | Jack Smith<br>'59 Chevy       | Rex White<br>'59 Chevy          | Richard Petty<br>'59 Plymouth |
| N. WILKESBORO, N. C.<br>5/8 mile paved   | Oct. 18     | Lee Petty<br>'59 Plymouth   | Rex White<br>'59 Chevy       | Richard Petty<br>'59 Plymouth | Tom Pistone<br>'59 T-Bird       | Jr. Johnson<br>'59 Dodge      |
| CONCORD, N. C.<br>1/2 mile dirt          | Oct. 25     | Jack Smith<br>'59 Chevy     | Lee Petty<br>'59 Plymouth    | Buck Baker<br>'59 Chevy       | Buddy Baker<br>'59 Chevy        | Glen Wood<br>'58 Ford         |
| CHARLOTTE, N. C.<br>1/2 mile dirt        | Nov. 8      | Jack Smith<br>'59 Chevy     | Bob Welborn<br>'59 Chevy     | Buck Baker<br>'59 Chevy       | Roy Tyner<br>'57 Chevy          | Speedy Thompson<br>'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.                               | 1128   |
| 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.<br>(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  | —  | 16    |
| 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  | 2  | —  | —  | 1  | 1  | —  | 15    |
| Oldsmobile  | 43   | 14      | .307 | 1 | —  | 1  | 3  | —  | —  | 1  | —  | —  | —  | 6     |
| Plymouth    | 34   | 21      | .162 | 2 | —  | —  | —  | —  | 2  | —  | —  | 1  | 2  | 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 | — | — | — | —  | 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.

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# 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."



# 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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# Results of the 1959 NASCAR Convertible Championship Races

| TRACK:                                 | DATE:   | FIRST:                        | SECOND:                      | THIRD:                        | FOURTH:                     | FIFTH:                       |
|--|---------|-------------------------------|------------------------------|-------------------------------|-----------------------------|------------------------------|
| DAYTONIA BEACH, FLA.<br>2½ miles paved | Feb. 20 | Shorty Rollins<br>'58 Ford    | Marvin Panch<br>'58 Ford     | Dick Petty<br>'58 Ford        | Glen Wood<br>'58 Ford       | Gene White<br>'57 Chevy      |
| FAYETTEVILLE, N. C.<br>1/3 mile paved  | Mar. 8  | Joe Johnson<br>'57 Chevy      | Gene White<br>'57 Chevy      | Roy Tynner<br>'57 Chevy       | Dick Petty<br>'57 Olds      | Glen Wood<br>'58 Ford        |
| RICHMOND, VA.<br>½ mile dirt           | Mar. 15 | Joe Johnson<br>'57 Chevy      | Joe Weatherly<br>'57 Ford    | Ken Rush<br>'57 Chevy         | Larry Frank<br>'58 Ford     | Curtis Turner<br>'59 T-Bird  |
| HICKORY, N. C.<br>4/10 mile dirt       | Mar. 22 | Curtis Turner<br>'59 T-Bird   | Jr. Johnson<br>'57 Ford      | Joe Johnson<br>'57 Chevy      | Dick Petty<br>'57 Olds      | Rex White<br>'59 Chevy       |
| MARLBORO, MD.<br>1/3 mile paved        | Apr. 5  | Rex White<br>'59 Chevy        | Jim Reed<br>'59 Chevy        | Larry Frank<br>'57 Chevy      | Buzz Woodward<br>'56 Ford   | John Dodd, Sr.<br>'58 Ford   |
| CHARLOTTE, N. C.<br>½ mile dirt        | Apr. 24 | Joe Weatherly<br>'59 T-Bird   | Shorty Rollins<br>'58 Ford   | Joe Lee Johnston<br>'57 Chevy | Ralph Earnhardt<br>'58 Ford | Roy Tynner<br>'57 Chevy      |
| HILLSBORO, N. C.<br>9/10 mile dirt     | Apr. 26 | Joe Weatherly<br>'59 T-Bird   | Jack Smith<br>'59 Chevy      | Bob Welborn<br>'57 Chevy      | Richard Petty<br>'57 Olds   | Brownie King<br>'58 Chevy    |
| DARLINGTON, S. C.<br>1¾ mile paved     | May 9   | Fireball Roberts<br>'59 Chevy | Joe Weatherly<br>'59 T-Bird  | Larry Frank<br>'57 Chevy      | Bob Burdick<br>'59 T-Bird   | Rex White<br>'59 Chevy       |
| COLUMBIA, S. C.<br>½ mile dirt         | May 16  | Bob Welborn<br>'57 Chevy      | Larry Frank<br>'57 Chevy     | Joe Weatherly<br>'59 T-Bird   | Tiny Lund<br>'57 Chevy      | Shep Langdon<br>'58 Ford     |
| WEAVERVILLE, N. C.<br>½ mile paved     | May 17  | Bob Welborn<br>'57 Chevy      | Banjo Matthews<br>'58 Ford   | Larry Frank<br>'57 Chevy      | Joe Johnson<br>'57 Chevy    | Buck Baker<br>'59 Chevy      |
| WINSTON-SALEM, N. C.<br>¼ mile paved   | May 23  | Glen Wood<br>'58 Ford         | Bob Welborn<br>'57 Chevy     | Richard Petty<br>'57 Olds     | Jim Reed<br>'57 Chevy       | Buck Baker<br>'59 Chevy      |
| MARTINSVILLE, VA.<br>½ mile paved      | June 7  | Tom Pistone<br>'59 T-Bird     | Larry Frank<br>'57 Chevy     | Joe Johnson<br>'57 Chevy      | Roy Tynner<br>'57 Chevy     | Bobby Johns<br>'57 Chevy     |
| COLUMBIA, S. C.<br>½ mile dirt         | July 18 | Richard Petty<br>'59 Plymouth | Jack Smith<br>'59 Impala     | Glen Wood<br>'58 Ford         | Larry Frank<br>'57 Chevy    | Speedy Thompson<br>'57 Chevy |
| GREENVILLE, S. C.<br>½ mile dirt       | July 31 | Lee Petty<br>'59 Plymouth     | Joe Lee Johnson<br>'57 Chevy | Roy Tynner<br>'57 Chevy       | Buck Baker<br>'59 Impala    | Buddy Baker<br>'58 Chevy     |
| CHARLOTTE, N. C.<br>½ mile dirt        | Aug. 23 | Ned Jarrett<br>'57 Ford       | Jim Paschal<br>'57 Chevy     | Larry Frank<br>'57 Chevy      | G. C. Spencer<br>'57 Chevy  | George Green<br>'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 Wimble, 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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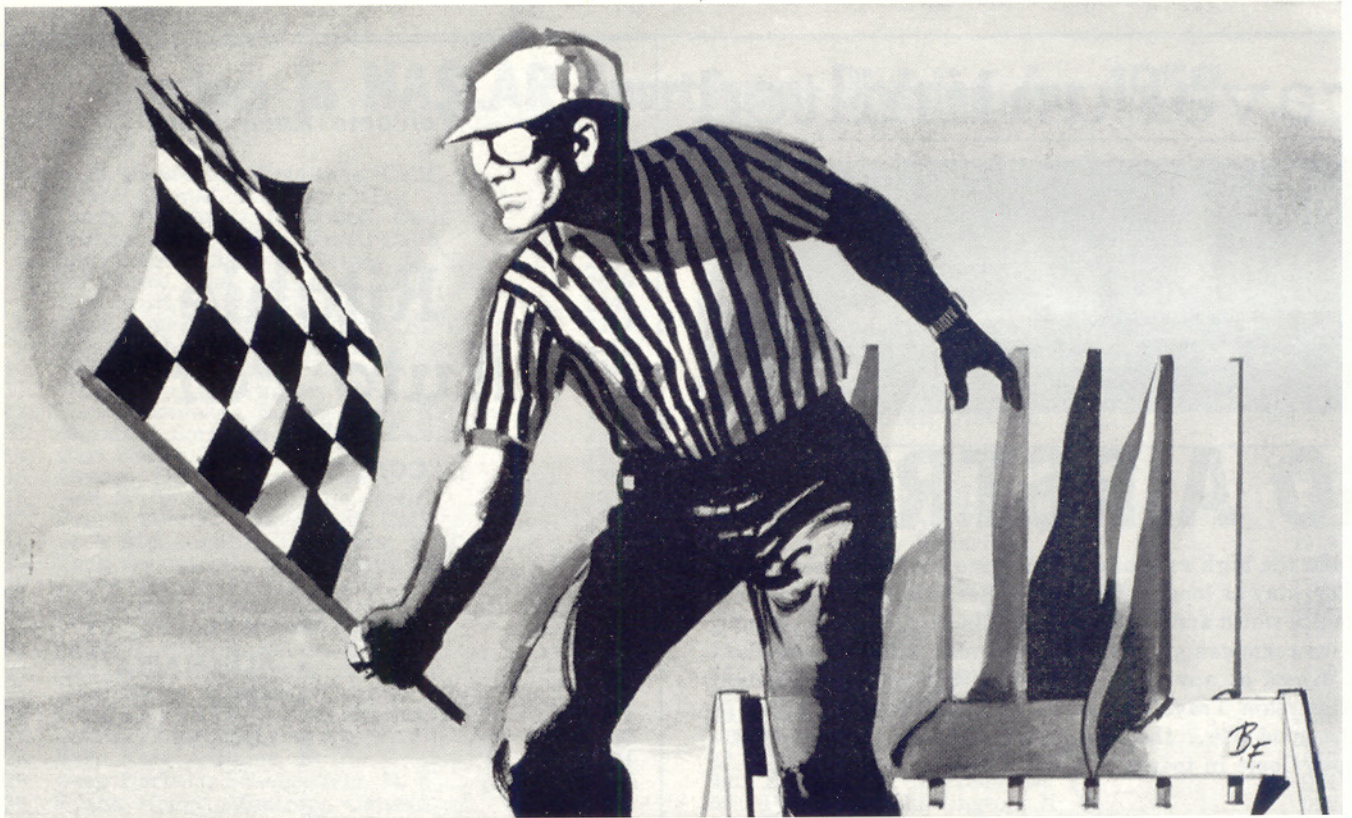
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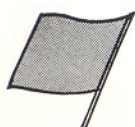
From Daytona to Elkhart Lake, from Meadowdale to Darlington, over 800 records have been set with PURE Gasolines in competitive events sanctioned by NASCAR, USAC and SCCA.

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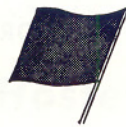
**GREEN**  
Start



**YELLOW**  
Slow, hold position



**BLACK**  
Pull into pit



**RED**  
Stop



**BLUE-YELLOW**  
Move over



**YELLOW-RED**  
Oil on track



**WHITE**  
Entering last lap



**CHECKERED**  
Finish





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MOTOR-MEDIC is the new miracle polymer which improves engine performance quickly! **STOPS OIL BURNING** and exhaust smoking. Quiets motors, saves gas, raises compression and oil pressure! Gives motors new life and pep! For autos, trucks, boats, tractors.



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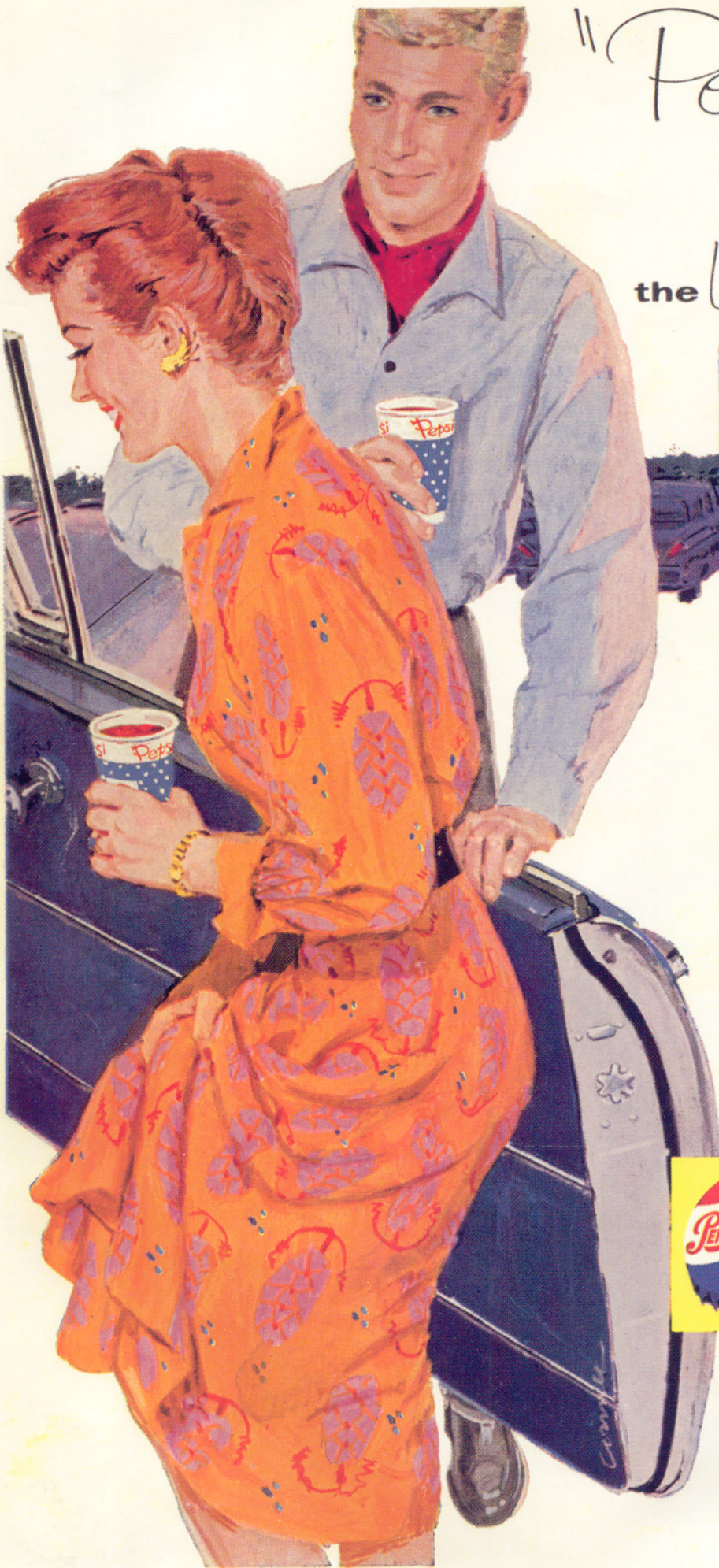


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without  
filling