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Racing With Red

By: Red Schuyler

The controversy between Ford Motor Co. and Chrysler continues at the present time and it is going to be interesting to see what the final outcome will be. While they are arguing back and forth, David Pearson, Spartanburg's gift

to the racing world continues to pad his point lead. Starting with the race at Hickory April 10, Pearson has won four races. Even though these races have been 100 miles or less, they still count in the won and loss records and help

to increase his lead. Coming out of the Hickory race with 12,082 points, David added 400 points each for Columbia, Greenville, and Winston-Salem giving him a total of 13,282 points. His nearest competitor Cale Yarborough, has been idle since the Atlanta 400, due to a ruling by Ford Motor Company. Since NASCAR okayed Ford's new overhead cam, and required them to add over 400 lbs. extra weight, the

question the public wants answered, is will Ford pull out much like Chrysler did last season or will Chrysler pull out if the OHC is allowed to run without the extra weight? It seems to me that the public already has Ford's answer due to the fact that they have boycotted the last four races. Now if Ford is allowed to run without the extra weight, will Chrysler pull out. That seems to me the big question that

everyone is waiting to be answered. Ford has given their answer and has proved it by not letting their factory backed cars participate in the last few races. Last night (Wednesday) a race was scheduled at Beltsville Maryland. Then Sunday a 250 miler at North Wilkesboro to be followed by another 250 miler the following Sunday at Martinsville, Va. Then the big one at Darlington on April 30th. If Ford

does not run in the races before Darlington, it's hard to tell what will happen. It's no secret that Ford is outclassed at the present time. As most of you know, it's no fun or pleasure to even play a game of marbles when you know you don't have a chance or are outclassed. Even though the attendance has been very good lately, I wonder how much longer it will hold up if Ford holds out. We should know something definite between now and April 30th. As this writer has said before, as long as the cars meet safety specifications let them run what they bring. If the controversy is settled by the time the Darlington Rebel 400 is run and if Ford is allowed to compete with the O. H. C. engine without added weight and Chrysler does not withdraw, racing fans are in for one of the best races to be held this year. The new NASCAR, USAC, ACCUS ruling permitting the Ford Motor Co. to use its single overhead cam engine in stock car racing has put the Rebel 400 in the spotlight as the first test and has dimmed the performance of Richard Petty recently when he drove to a new track record of 140.2 mph at Darlington Raceway. Petty, Ned Jarrett, and Darel Derringer, testing tires on the South Carolina mile and three-eighths race course were in agreement that the new rule had tightened the competition for the April 30 classic and the outcome was anyone's guess. Derringer's 1966 Comet will be making it's bow in stock car competition and Darel feels like his chances has been bettered for the upcoming \$53,000 race. "We know we had the bugs whipped in this car and would have been able to run with the leaders, except Petty Now with the extra carburetor, we should be able to come up to him". As the rule now stands, all wedge type motors can now use dual carburetion providing they meet weight limitations of the Dodges and Plymouths. While gangs of workmen are preparing the historic raceway at Darlington for the first Rebel 400 stock car classic, drivers, almost to a man, shake their heads negatively over the prospects of record breaking at the now 17 year old South Carolina race plant. The only records in danger are the one and four lap qualifying marks of 138.461 and 138.133 set by Fred Lorenzen prior to the 1965 Rebel 300 he won. The speeds have already been bettered by Junior Johnson during tire tests. But, in the actual race it-

self the records go back to 1963 and range from a high of 134.877 to a low of 129.283 mph. It will take an almost perfect race without caution flags for any of these marks to fall. Not since the 1964 Rebel 300 has a race record fallen. Then, in a bumper to bumper duel the entire distance, winner Lorenzen and challenger Richard Petty set 23 records that still stand. Beyond the former Rebel 300 distance the records go back further. The remaining eight marks were set in 1963 by three drivers, Junior Johnson in a Chevrolet, Marvin Panch in a Ford and the imm-

ortal Fireball Roberts, on his way to a 500 mile record that may never be broken. The 291 lap, or 400 mile speed this year will establish a new record. The distance has never been run as a complete race before at Darlington. According to reports from Darlington, reservations have been going at a record clip. A comfortable crowd of 30,000 is expected for the race that has always defied all predictions. Had the S. C. Legislature permitted the race to be run on Sunday, May 1, one could safely say that twice that many would turn out.



Mrs. Charles Erwin's nursery school group had a picnic lunch and Easter Egg hunt at the home of Steven Schulte, Thursday, April 7. Those attending were: (front) John Erwin; 2nd row, Sally Erwin, Steven Schulte, Ingrid Beerkins, Tina McKeever, Aggie Sprung, and (back row) Susan Erwin.

-M-
Mr. and Mrs. S. B. Batis and son, Mrs. Ollie Sanders and Miss Cheryl Keedy of Akron, Ohio, visited Mr. and Mrs. Sam L. Davidson over the Easter week end.
-M-
Mrs. Gay Davidson is visiting her son-in-law and daughter, Mr. and Mrs. William Brackett, Jr., and son, Scott of Marion, N. C.
-M-
Mr. and Mrs. Howard O. Hall, Belinda and Sharon of Asheville, spent Easter with Mrs. Hall's mother, Mrs. Jessie Davidson and Mr. and Mrs. J. B. Fish.
-M-
J. E. Forrester and Lewis Baxter of San Francisco, Calif., are visiting Mr. Forrester's parents, Mr. and Mrs. H. C. Forrester. Mr. Forrester will celebrate his 72 birthday on Saturday, April 16.
-M-
Cherokee Scout & Clay County Progress, Thurs. Apr. 14, 1966

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