

RACING'S Men of the Year



MOTOR LIFE presents its first annual awards "for outstanding achievement in the sport of auto racing during the past season"

With a mixed feeling of pride and pleasure, the editors of **MOTOR LIFE** announce their first annual "Racing's Men of The Year" awards, dedicated to personalities who have distinguished themselves in the sport of automobile racing during the year 1960. Pictured on the following pages are the 10 men who, by a nationwide vote of sportswriters and others close to the sport, have been chosen as the first recipients of these annual honors.

The awards themselves — handsome, engraved plaques bearing the appropriate emblem shown above — were presented during a special ceremony at the Glen-Aire Country Club in Sherman Oaks, Calif., on the evening of March 7th. Racing notables from all phases of the sport as well as enthusiastic racing fans were on hand for the event.

To the many panel members who graciously served to make this first annual presentation a success, and to the recipients themselves, goes our sincere, heartfelt thanks. We are honored to have been able to bring added recognition to these men who so richly deserve it.

DRIVER OF THE YEAR

Anthony Joseph Foyt, by winning four championship events and racking up 1680 points during the 1960 season, became the youngest driver in history to win the coveted national driving title.

At 25, he is only on the threshold of a sparkling career that might well equal or better some of auto racing's all-time great drivers. His rise to the top has been fantastic. He began his career in his native state of Texas in 1953, and reached the big time — Indianapolis — in 1958. He won the 1960 USAC title the hard way, coming from an almost hopeless position in point standings at mid-season to capture four wins, two of them in the closing races of the season. A resident of Houston, A. J. is married and has two lovely children.



MECHANIC OF THE YEAR

Louis L. Clements is a 36-year-old resident of Spartanburg, S. C., and is considered one of the top mechanics in stock car racing today. His rise to the top was very rapid. Until 1957, he was a body mechanic in Kentucky, dabbling in modified racing as a hobby. Showing great potential, he was hired by the Chevrolet factory team in '57 and, when the factories retired from racing soon afterward, he teamed with three other veteran wrench twisters. Lou's biggest year was 1960, when he groomed the '60 Chevrolet which Rex White drove to the NASCAR Championship. This car was the season's biggest money winner and the most consistent finisher. Seldom was it forced out because of mechanical ills. An extremely hard worker who enjoys a reputation for his friendliness, Lou puts together virtually indestructible race machines.

CAR OWNERS OF THE YEAR

Bob Bowes and George Bignotti are a unique car-owning combination, not only because they are 50-50 partners, but because Bignotti serves also as chief mechanic. Between them, and with their outstanding young driver, A. J. Foyt, they followed a successful path during the 1960 campaign to racing's highest honor — the National Championship. In 1961, their Bowes Seal Fast Special will be carrying the numeral "1," signifying the honor bestowed upon its driver and the two men behind him. These men are no newcomers to racing. Bowes follows in the footsteps of his dad, who put the Bowes colors into racing back in 1931, and like his father, Bob is enthusiastic, hard working and sincere. Bignotti has been active in the sport since the end of World War II and has established himself as one of the leading mechanics in championship racing today. Both are married and have families. Bowes lives in Indianapolis, while Bignotti makes his home in Burlingame, Calif.



continued



Racing's Men



STOCK CAR DRIVER OF THE YEAR

Rex Allen White, aged 30, native of Maryland and resident of Spartanburg, S.C., since April 1959, became the biggest money winner in NASCAR Grand National history when he wrapped up the 1960 title with a record of over 21,000 points and \$45,000. Probably one of the best-liked drivers in the business today, Rex stands slightly more than five feet tall and is generally recognized by a fat cigar which he carries clamped between his teeth. In winning the '60 title, he wracked up six victories — more than any other driver in Grand National competition — and was the most consistent finisher in the top 10. He drives Chevrolets exclusively and feels his secret to success is cooperation with his pit crew. He is married and the father of a three-year-old daughter.

DRAG STRIP DRIVER OF THE YEAR

Jack Chrisman is rated by most veteran drag strip enthusiasts as the old pro of drag racing. Smooth and confident, he has driven just about every type machine there is to drive at the drags. His most impressive performance in 1960 came last summer during a meet at Alten, Ill., when he drove the Howard Cam gas-powered dragster to victory against a rugged field of fuel-powered competitors. Perhaps Jack's greatest asset is his cool-headedness, and his strong flare for knowing his equipment inside out. Where most drivers lose their composure if they fail to get the jump coming off the line, Jack is always calm, well oriented. Just before Christmas, he was seriously injured when a push truck went over the top of his machine and pinned him in the cockpit. He has since returned to the drags and taken up his winning ways on the nation's strips.



SPORTS CAR DRIVER OF THE YEAR

Carroll Shelby and sports car racing are synonymous. The curly-haired Texan, who is usually recognized by his bib-overall driving uniform, helped pioneer sports car racing in 1952 when the sport was just beginning to catch on in this country. Since then, he has established himself as one of the most reliable drivers in the business. His activities have taken him to every major course in this country as well as tracks in Europe where he won the grueling 24-hour race at Le Mans. He cut down on his activity somewhat during the past two seasons, due to a heart ailment which few racing fans knew about. Still, in 1960 competition, he came through in his usual style to win the coveted USAC Road Racing Championship.

of the Year

NEWSMAN OF THE YEAR

Donald Max Muhleman was born in Parkersburg, W.Va., and grew up in Greenville, S.C., where he first covered racing in 1955 as a reporter for the *Greenville Piedmont*. In 1957, he joined the staff of *The Charlotte News*. For the past three years Max has devoted most of his writing to auto racing, covering races at most of the nation's major speed shrines. His busy schedule usually takes him to more than 30 major events in a season. His work has won him three first prizes in the annual Carolina Motor Sports Writers Association's contest, and he enjoys a huge readership throughout the South. A real expert as well as an avid enthusiast in the field of racing, Max is married and now makes his home in Charlotte, N.C.



OFFICIAL OF THE YEAR

Harlan Fengler is recognized today as one of the most efficient officials in the field of auto racing. Chief Steward for the 500-mile race at Indianapolis for the past five years, he has earned a reputation for his honesty, hard work and devotion to his job. A former driver (and a good one), Harlan was once known as racing's "Boy Wonder" in the 20's, when he was a speeding terror on the board tracks of that era. He competed against some of racing's all-time greats. His duties as Chief Steward at Indy are, perhaps, the most nerve-racking of any official anywhere in the sport. They require having an even temper, excellent judgment and a pleasing personality. Harlan certainly has proved his ability in each of these respects and today is held in the greatest esteem by the men he is associated with in racing.

PROMOTER OF THE YEAR

Bob Colvin — smiling, energetic and balding president of the Darlington Raceway — can justly take credit (although he is too modest) for much of the success stock car racing enjoys in America today. In 1949, when stock car racing was just catching on (and few people knew there was a town called Darlington, S.C.), a group of business men decided to establish a major speedway. The man they selected to head the new plant was Bob Colvin. In 1950, the first annual Southern 500 was held at the new Raceway and from that time on, Darlington has come to be known coast-to-coast as the home of stock car racing's greatest event. Prize money for the annual "500" has jumped from \$25,000 to \$90,000 and attendance has risen from 9000 to 80,000. Bob Colvin has been the man behind all this success.

