FLASHFEED STUDY GUIDE

NASCAR Trivia: Stock Car Lore, Champions & Speedways

Study guide by FlashFeed

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NASCAR Trivia: Stock Car Lore, Champions & Speedways: study guide

Stock car racing from its bootlegger roots and Bill France's founding of NASCAR and Daytona through Richard Petty, David Pearson and Dale Earnhardt, restrictor-plate aerodynamics and pit-road strategy, to the safety revolution that followed Earnhardt's death.

Edition	November 2026 (2026-11-21)
Pack version	1.0.27
Contents	6 lessons · 281 cards in the app · 73 self-test questions · 65 pictures
In the app	flashfeedlearningapp.com/packs/nascar-trivia

How to use this guide

Take one lesson at a time: read the study guide, then go over any key facts. Where a lesson has a self-test, try it from memory before you check the answer key at the back. Follow the Go deeper links when you want more.

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LESSON 1 OF 6

Moonshine, Sand & Founding Titans (1930s–1960s)

The Bootlegger Roots & Daytona Beach Founding · The Birth of Superspeedways & Early Legends

WHAT YOU'LL BE ABLE TO DO

- Recall the bootleg turn, the 4.1-mile Daytona Beach course, the Streamline Hotel meeting and 1948 incorporation, and Glenn Dunaway's 1949 disqualification.
- Recall Darlington's egg shape, Mantz's 1950 win on truck tires, Daytona's 31-degree banking, Buddy Baker's 200 mph, and the Ford-Chrysler Aero Wars.

The Bootlegger Roots and Daytona Beach Founding

Stock car auto racing was forged directly from the Appalachian moonshine trade during Prohibition. In the mountain counties of North Carolina and Georgia, moonshine runners developed high-performance modifications for **Ford Flathead V8** engines. To evade federal revenue agents (**ATF Agents**), mechanics installed dual carburetors, high-lift camshafts, and heavy-duty rear springs. Drivers mastered the tactical **Bootleg Turn** (or **J-Turn**), a violent 180-degree reversal executed at speed by locking the rear wheels with the handbrake.

Among the early moonshine runners, Wilkes County native **Junior Johnson** became a legend, winning 50 Cup Series races and being immortalized by Tom Wolfe as **The Last American Hero**. Early racing converged on Florida's **Daytona Beach and Road Course**, a 4.1-mile track spanning asphalt along State Road A1A and hard-packed ocean beach sand.

On December 14, 1947, promoter **William 'Big Bill' France** convened a historic meeting of 35 drivers, owners, and mechanics on the rooftop of the **Streamline Hotel** in Daytona Beach, officially incorporating **NASCAR** on February 21, 1948. The premier **Strictly Stock** division launched on June 19, 1949, at the 3/4-mile dirt **Charlotte Speedway**. **Glenn Dunaway** crossed the line first but was disqualified for illegal bootlegger springs, awarding the historic victory to **Jim Roper**. **Red Byron**, a wounded WWII veteran driving with a modified clutch pedal bolted to his leg brace, captured the inaugural 1949 championship. Later, in 1963, **Wendell Scott** broke racial barriers at Jacksonville, Florida, becoming the first African American driver to win a premier series race.

The Birth of Superspeedways and Early Legends

In 1950, **Harold Brasington** constructed **Darlington Raceway** in South Carolina as NASCAR's first paved superspeedway. Because landowner Sherman Ramsey refused to allow his minnow fishing pond to be disturbed, Brasington built an asymmetric **Egg-Shaped Oval** with Turns 3 and 4 much tighter than Turns 1 and 2. **Johnny Mantz** won the inaugural 1950 **Southern 500** by running hard truck tires that outlasted the blistered car tires of his rivals.

In 1959, Bill France Sr. opened the 2.5-mile **Daytona International Speedway**, engineering steep **31-Degree Banking** to allow cars to exceed 140 mph safely. The inaugural 1959 **Daytona 500** ended in a dramatic photo finish between **Lee Petty** and **Johnny Beauchamp**, resolved three days later by newsreel footage in Petty's favor.

The era was illuminated by stars such as **Fireball Roberts** and **Ned Jarrett**, who set the all-time victory margin record by winning the 1965 Southern 500 by **14 Laps** (19.25 miles). The 1960s culminated in the ferocious **Aero Wars** between Ford and Chrysler. Chrysler's homologated winged wonders, the **Dodge Charger Daytona** and **Plymouth Superbird**, featured 18-inch aerodynamic nose cones and 23-inch rear wings, leading to **Buddy Baker** shattering the closed-course speed barrier at **200.447 MPH** at Talladega in 1970.

Key facts

Moonshine Runners and Modified Flathead V8s

During Prohibition, Appalachian moonshiners modified stock Ford Flathead V8s with high-lift cams and heavy-duty springs to outrun federal revenue agents across mountain roads.

The Bootleg Turn

Appalachian moonshine runners perfected the **Bootleg Turn** (also called the J-Turn) to shake federal revenue agents on narrow mountain roads. A driver locked the rear wheels with the handbrake while snapping the steering wheel, whipping the car through a violent 180-degree reversal without stopping. The maneuver demanded the same heavy-duty springs and modified Flathead V8s moonshiners already ran, and it became a foundational skill of the bootlegging culture that produced NASCAR's earliest stars.



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Junior Johnson: The Last American Hero

Wilkes County native Junior Johnson transitioned from hauling illicit moonshine to winning 50 Cup races as a driver and 6 championships as a premier team owner.



Florida Memory · No restrictions

Daytona Beach and Road Course

Before Daytona International Speedway existed, NASCAR's earliest races ran on the **Daytona Beach and Road Course**, a 4.1-mile layout that stitched together two miles of paved State Road A1A with two miles of hard-packed ocean beach sand. Drivers ran flat-out on the sand straightaway, then threaded tight dirt turns back onto the highway. The unusual surface mix made the beach course as much a test of car preparation as of raw speed.



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Streamline Hotel 1947 Foundation Meeting

On December 14, 1947, Big Bill France met with 35 mechanics, promoters, and drivers on the rooftop of the Streamline Hotel in Daytona Beach to establish uniform national stock car rules.



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NASCAR's February 1948 Incorporation

The December 1947 Streamline Hotel meeting produced an agreement, but NASCAR did not legally exist until **William 'Big Bill' France** filed the paperwork: the National Association for Stock Car Auto Racing was officially incorporated in Florida on **February 21, 1948**. The roughly ten-week gap between the rooftop handshake and the formal incorporation is why NASCAR historians treat the two dates as distinct milestones rather than a single founding moment.

> ### The First Strictly Stock Race
>
> NASCAR's premier **Strictly Stock** division launched on June 19, 1949, at the 3/4-mile dirt **Charlotte Speedway**. **Glenn Dunaway** crossed the line first, but post-race inspection found his car's rear springs had been illegally reinforced — the same bootlegger trick that helped moonshine cars survive rough roads. Officials disqualified Dunaway, handing the historic first victory to **Jim Roper**.



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Red Byron: The Inaugural NASCAR Champion

Red Byron, a wounded World War II bomber pilot who drove with his leg brace bolted to the clutch pedal, won the inaugural 1949 Strictly Stock championship in an Oldsmobile 88.



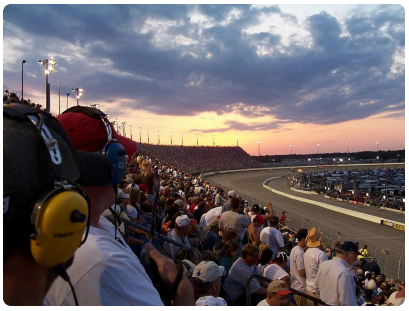
Mike Kalasnik · CC BY-SA 2.0

Wendell Scott: Historic 1963 Jacksonville Victory

On December 1, 1963, Wendell Scott broke racial barriers by winning the premier series race at Speedway Park in Jacksonville, Florida, becoming the first Black driver to win in NASCAR Cup history.

> **Wendell Scott's Delayed Victory**
>
> When **Wendell Scott** crossed the finish line first at Jacksonville's Speedway Park on December 1, 1963, officials did not send him to Victory Lane. Race control initially credited the win to **Buck Baker**, citing a scoring error, and only awarded Scott the official victory afterward — by which point the crowd had gone home and no ceremony was held. The delay meant Scott, the first Black driver to win a premier NASCAR race, never got the trophy presentation his win deserved that day.

> **The 1949 Inaugural Season**
>
> NASCAR's first **Strictly Stock** championship season was a short one: just **8 races** across the 1949 calendar, all run on dirt. **Red Byron**, a wounded WWII veteran who drove with a clutch pedal modified for his injured leg, captured the inaugural points title that year. The tiny 8-race schedule stands in sharp contrast to the length of a modern Cup Series season.



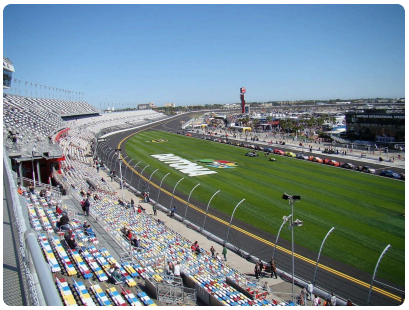
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Darlington Raceway: First Paved Superspeedway

Built by Harold Brasington in 1950 in South Carolina, Darlington Raceway was NASCAR's first paved superspeedway, hosting the inaugural 500-mile stock car race.

Why Darlington Is Egg-Shaped

When **Harold Brasington** built **Darlington Raceway** in 1950, he wanted a symmetrical oval. Landowner Sherman Ramsey refused to let Brasington disturb his minnow fishing pond next to Turns 3 and 4, forcing the builder to squeeze those corners in tighter than Turns 1 and 2. The result was an asymmetric **Egg-Shaped Oval** that still defines Darlington today — a track so unforgiving that brushing its outside wall became its own badge of honor.



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Daytona's 31-Degree Banking

When **Bill France Sr.** opened the 2.5-mile **Daytona International Speedway** in 1959, he engineered its four turns with a then-radical **31-degree banking** — steep enough to let stock cars carry more than 140 mph through the corners without sliding out of the groove. That banking turned Daytona into NASCAR's flagship superspeedway and remains one of its signature specifications, still cited today alongside Talladega's even steeper 33 degrees.

1959 Inaugural Daytona 500 Photo Finish

In the inaugural 1959 Daytona 500, Lee Petty and Johnny Beauchamp crossed side-by-side; newsreel footage confirmed Lee Petty's victory three days later.



Ted Van Pelt · CC BY 2.0

Ned Jarrett's Record Margin

In the 1965 Southern 500 at Darlington, **Ned Jarrett** didn't just win — he lapped the field into irrelevance, crossing the line **14 laps** (19.25 miles) ahead of the second-place car. It remains the largest margin of victory in NASCAR Cup Series history, a record that has stood for six decades as the sport's fields have become far more competitive.



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Charlotte Motor Speedway: The World 600 Birth

Built in 1960 as a 1.5-mile quad-oval with 24-degree banking, Charlotte Motor Speedway hosted the inaugural World 600, establishing NASCAR's premier Memorial Day weekend endurance event.



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The 1969 Dodge Charger Daytona Winged Warrior

The 1969 Dodge Charger Daytona was engineered with an aerodynamic 18-inch pointed nose cone and a 23-inch-tall rear stabilizer wing, designed for high-speed stability on superspeedways.



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Buddy Baker Breaks 200 MPH

In March 1970, **Buddy Baker** drove a Chrysler Engineering **Dodge Charger Daytona** to **200.447 mph** at Talladega Superspeedway, becoming the first driver in NASCAR history to officially exceed 200 mph on a closed course. The run came at the peak of the Aero Wars, when Ford and Chrysler's winged, nose-coned homologation specials were pushing straight-line speed further than NASCAR ovals had ever seen.

By the numbers

What was the total track length in miles of the historic Daytona Beach and Road Course?

4.1 miles

How many total championship races were contested in the inaugural 1949 NASCAR Strictly Stock season?

8 races

How many degrees of banking were engineered into the four turns of Daytona International Speedway in 1959?

31 degrees

Matched pairs

Each item on the left goes with the one on the right.

Dodge aero package → Charger Daytona winged warrior

Step by step

Aerodynamic homologation workflow for Chrysler's winged warriors in 1969–1970

1. Fit aerodynamic pointed steel nose cone to eliminate front-end parachute drag
2. Mount 23-inch elevated rear stabilizer wing into clean airflow above the roofline
3. Manufacture 500 street-legal production units for public sale to meet NASCAR rules

Self-test

Answer each question from memory, then check your work against the answer key.

1. In what year did Big Bill France officially incorporate NASCAR in Florida?

- A 1948
- B 1949
- C 1947
- D 1952

2. What was the total length, in miles, of the Daytona Beach and Road Course used in NASCAR's earliest races?

- A 2.5 miles
- B 4.1 miles
- C 3.5 miles
- D 5.2 miles

3. Which evasive maneuver did moonshine runners use to instantly reverse direction and shake revenue agents?

- A Power Slide
- B Pit Maneuver
- C Scandinavian Flick
- D Bootleg Turn

4. On the rooftop of which hotel did Bill France hold the December 1947 meeting that led to NASCAR's founding?

- A Ponce de Leon Hotel
- B Plaza Hotel
- C Streamline Hotel
- D Ormond Hotel

5. Why was Glenn Dunaway disqualified after finishing first in NASCAR's inaugural 1949 Strictly Stock race?

- A Underweight vehicle chassis
- B Unapproved dual carburetors
- C Illegally reinforced rear springs
- D Oversized engine displacement

6. What equipment strategy enabled Johnny Mantz to win the inaugural 1950 Southern 500 at Darlington from 43rd on the grid?

- A Using dual quick-fill gravity fuel cans
- B Installing experimental disk brake units
- C Running high-octane aviation
- D Fitting ultra-durable hard truck tires

7. By what unprecedented margin of victory did Ned Jarrett win the 1965 Southern 500 at Darlington Raceway?

A Won by a margin of 14 laps
B Won by a margin of 5 laps
C Won by a margin of 9 laps entry
D Won by a margin of 20 laps

8. Why does Darlington Raceway's oval have an asymmetric 'egg' shape instead of a symmetric one?

A Bedrock blocked grading the front stretch
B Landowner's fishing pond blocked the turns
C A swamp made two turns hard to widen
D Highway easements limited the boundary

9. How many degrees of banking did Bill France Sr. build into Daytona International Speedway's turns in 1959?

A 18 degrees
B 24 degrees
C 31 degrees
D 12 degrees

10. Which driver first exceeded 200 mph on a closed NASCAR course, hitting 200.447 mph at Talladega in 1970?

A David Pearson
B Buddy Baker
C Cale Yarborough
D Richard Petty

11. Which two manufacturers waged NASCAR's fierce 1960s 'Aero Wars' rivalry?

A Ford versus Chevrolet manufacturers
B Chevrolet versus Pontiac manufacturers
C Dodge versus Plymouth manufacturers
D Ford versus Chrysler manufacturers

12. Which manufacturer built the winged Dodge Charger Daytona and Plymouth Superbird during the Aero Wars?

A Chrysler Corporation
B American Motors Corporation
C General Motors
D Ford Motor Company

Go deeper

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LESSON 2 OF 6

The Golden Era, The King & The Intimidator (1970s–1990s)

Richard Petty, David Pearson & The 1979 CBS Breakthrough · Dale Earnhardt, Jeff Gordon & The Modern Explosion

WHAT YOU'LL BE ABLE TO DO

- Recall Richard Petty's 200 wins and 1967 streak of 10, the 63 Petty-Pearson one-two finishes, and the 1979 CBS flag-to-flag Daytona 500 and fistfight.
- Recall Earnhardt's #3 for RCR and his Pass in the Grass, Gordon's 93 wins and Rainbow Warriors, and Bill Elliott's 1985 Winston Million.

Richard Petty, David Pearson and The 1979 CBS Breakthrough

The 1970s cemented the legendary status of **Richard Petty** ('The King'), who established the immortal all-time records of **200 Career Victories** and **7 Cup Championships**, including his unbroken 1967 campaign of **27 Wins** and 10 consecutive victories in the iconic **#43 Petty Blue Plymouth**. Petty's 200th and final win came in the **1984 Firecracker 400** at Daytona on July 4, 1984: President **Ronald Reagan** gave the command to start engines by phone from Air Force One, then landed and watched the rest of the race at the speedway. Petty's greatest adversary was **David Pearson** ('The Silver Fox'), who captured **105 Career Wins** and three titles. The **Petty vs. Pearson Rivalry** produced **63 One-Two Finishes**, with Pearson winning 33 and Petty 30.

Their rivalry peaked at the **1976 Daytona 500**, where both crashed in Turn 3 coming to the checkered flag; Pearson kept his **Wood Brothers Mercury** engine idling with the clutch in and limped across the finish line at 20 mph.

On February 18, 1979, the **1979 Daytona 500** aired as the first flag-to-flag live national network broadcast on **CBS**. While an East Coast blizzard trapped millions of viewers at home, leaders **Cale Yarborough** and **Donnie Allison** collided in Turn 3 on the final lap. As Richard Petty swept past for the win, a televised fistfight erupted in the infield between Donnie Allison, Cale Yarborough, and **Bobby Allison**, instantly making NASCAR a national sporting sensation. The era also saw Cale Yarborough become the first driver to win **Three Consecutive Championships** (1976–1978) and the emergence of **Darrell Waltrip** ('Jaws', 84 wins) and the **Alabama Gang**.

Dale Earnhardt, Jeff Gordon and The Modern Explosion

The 1980s and 1990s were defined by the titanic cultural clash between **Dale Earnhardt** ('The Intimidator') and **Jeff Gordon**, backed by Ray Evernham's revolutionary 'Rainbow Warriors' pit crew. Earnhardt drove the menacing black **#3 Chevrolet** for **Richard Childress Racing (RCR)**, winning six of his **7 Winston Cup Championships** (the first, in 1980, came with Rod Osterlund) among 76 career wins

through relentless aggression and iconic moments like the 1987 **Pass in the Grass** at Charlotte's All-Star Race, where Bill Elliott tapped him into the infield grass and Earnhardt kept his foot down, drove through without spinning and kept the lead, and his long-awaited **1998 Daytona 500 Victory**.

Jeff Gordon entered the Cup Series in 1992 under the guidance of crew chief **Ray Evernham** and **Hendrick Motorsports**, transforming stock car racing through athleticism, computerized chassis telemetry, and 93 career victories. Their rivalry expanded NASCAR into major metropolitan markets.

The era also celebrated **Bill Elliott** winning the inaugural **Winston Million** in 1985 by taking three of the four crown-jewel races (the **Daytona 500**, the **Winston 500** at Talladega and the **Southern 500** at Darlington) and setting the all-time closed-course qualifying record of **212.809 MPH** at Talladega in 1987. Only one other driver ever collected the $1,000,000 bonus: **Jeff Gordon**, who won the Daytona 500, the Coca-Cola 600 and the Southern 500 in 1997, the Winston Million's final year. In 1992, mechanical engineer **Alan Kulwicki** won the championship with his self-funded independent team ('The Underbird'), celebrating with his signature **Polish Victory Lap** (first performed at Phoenix in 1988) and surviving the legendary **1992 Hooters 500** at Atlanta.

Key facts

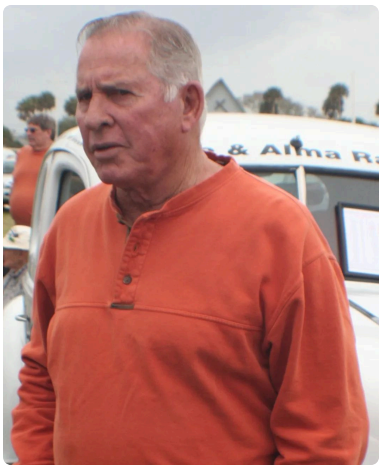


Darryl Moran · CC BY-SA 2.5

Richard Petty's 200 Wins

Richard Petty, known as 'The King,' retired with an all-time record **200 career NASCAR Cup Series victories**, a total no other driver has come within 75 wins of matching, more than four decades later. Petty built the record across a 35-year career, almost all of it in the #43 for his family's team, Petty Enterprises (he drove for Mike Curb's team in 1984-85, including the 200th win), alongside 7 Cup championships that are a shared all-time high.

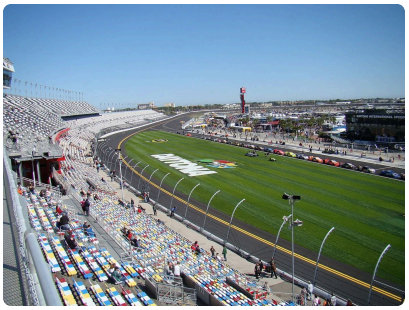
> **David Pearson: The Silver Fox's Precision**
>
> David Pearson, known as 'The Silver Fox' for his calculating patience, ranks second all-time in NASCAR Cup victories with 105 wins and won three championships.



Freewheeling Daredevil from Kingston, TN, USA · CC BY 2.0

The Petty-Pearson Rivalry

Richard Petty and **David Pearson** were NASCAR's defining 1970s rivalry, finishing first and second against each other a staggering **63 times** — with Pearson taking 33 of those head-to-head wins to Petty's 30. No other pairing in NASCAR history has produced anywhere close to that many 1-2 finishes, a byproduct of two Hall of Famers who dominated the same era in equally capable equipment.



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The 1979 Daytona 500 Live CBS Broadcast

The 1979 Daytona 500 was the first NASCAR race broadcast live flag-to-flag on national network television by CBS, reaching millions during an East Coast blizzard.

The Crash That Handed Petty the 1979 Win

The 1979 Daytona 500 was headed for a duel between **Cale Yarborough** and **Donnie Allison** until the two collided in Turn 3 on the very final lap, both cars slamming into the wall. **Richard Petty** swept past the wreckage untouched to steal the win — a result millions of blizzard-bound TV viewers watched live, cementing the finish as one of the most consequential accidents in NASCAR history.

The 1979 Infield Fight on Live Television

Following their 1979 crash, Donnie Allison, Cale Yarborough, and an arriving Bobby Allison engaged in a physical fistfight in the Turn 3 grass on live network television.



Ted Van Pelt · CC BY 2.0

Cale Yarborough's Three-Peat

Cale Yarborough became the first driver in NASCAR premier-series history to win **three consecutive championships**, taking the title in 1976, 1977, and 1978. The streak came while driving for team owner Junior Johnson, the former moonshine runner turned six-time championship-winning owner, and it stood as NASCAR's championship benchmark until Jimmie Johnson matched and then broke it decades later with five straight titles.



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Bobby Allison and the Alabama Gang Dynasty

Bobby Allison won 85 Cup races and the 1983 Winston Cup championship, serving as patriarch of the Hueytown 'Alabama Gang' alongside Donnie Allison and Neil Bonnett.

> **Winston Title Sponsorship Era Begins in 1971**
>
> In 1971, R.J. Reynolds Tobacco Company became title sponsor of NASCAR's top series, which was renamed the Winston Cup Series, bringing a new points system and added prize money.



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Benny Parsons: The 1973 Taxi-Driver Champion

Former Detroit cab driver Benny Parsons won the 1973 Winston Cup championship with an independent team, surviving a major wreck in the final race at Rockingham with help from rival crews.



President (1981-1989 : Reagan). White House Photographic Office. 1981-1989 · Public domain

President Ronald Reagan's 1984 Firecracker 400 Command

On July 4, 1984, Ronald Reagan gave the starting command from Air Force One and attended Richard Petty's historic 200th victory in person at Daytona.



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Dale Earnhardt: Seven Championships and 'The Intimidator'

Dale Earnhardt won 76 Cup races and tied Richard Petty with 7 Winston Cup championships (1980, 1986, 1987, 1990, 1991, 1993, 1994) in the iconic #3 black Chevrolet.

> **The Pass in the Grass**
>
> During the 1987 All-Star Race at Charlotte, **Bill Elliott** tapped **Dale Earnhardt** from behind with eight laps to go and sent him into the infield grass. Instead of lifting, Earnhardt kept his foot down, drove through the grass without spinning, and rejoined the track still in front, a moment remembered as the 'Pass in the Grass' and one of the signature displays of Earnhardt's relentless, no-lift aggression.



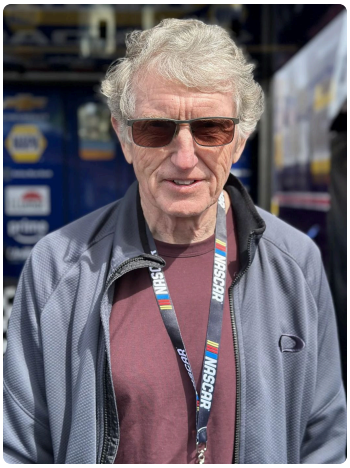
Camera Operator: TSGT JACK BRADEN, USAF · Public domain

Dale Earnhardt's 1998 Daytona 500 Triumph

After 19 years of heartbreaking losses, Dale Earnhardt won his first and only Daytona 500 in 1998, greeted by all competing pit crews lining pit road in salute.

The Winston Million

NASCAR's **Winston Million** bonus, launched in 1985, paid $1,000,000 to any driver who won three of the four crown-jewel races in a single season. **Bill Elliott** claimed the inaugural bonus that year by sweeping the Daytona 500, the Winston 500 at Talladega, and the Southern 500. Only one other driver ever won it: **Jeff Gordon**, who repeated the feat in 1997 by winning the Daytona 500, Coca-Cola 600, and Southern 500.



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Bill Elliott's Qualifying Record

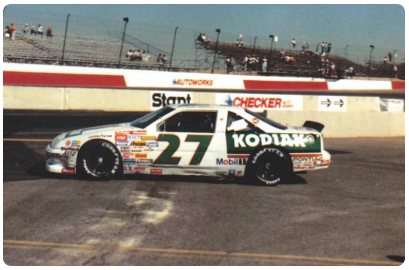
Bill Elliott set NASCAR's all-time closed-course qualifying speed record at **212.809 mph** at Talladega Superspeedway in 1987, driving his Melling Ford Thunderbird. As of 2026 the mark remains unbroken, a ceiling set at the peak of unrestricted horsepower, just before NASCAR mandated restrictor plates that capped superspeedway speeds well below it.



Wikimedia Commons · Larry Bean · CC BY-SA 3.0

Alan Kulwicki: 'The Underbird' 1992 Champion

Alan Kulwicki, a mechanical engineer who drove for his own independent team, won the 1992 Winston Cup championship by just 10 points over Bill Elliott.



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Rusty Wallace: Short-Track Dominator and 1989 Champion

Rusty Wallace won the 1989 Winston Cup championship and 55 career Cup races, dominating short tracks with 9 career victories at Bristol Motor Speedway.

By the numbers

What is Richard Petty's all-time record total number of NASCAR Cup Series race victories?

200 wins

How many consecutive NASCAR Grand National race victories did Richard Petty win during his legendary 1967 season?

10 consecutive wins

What is Bill Elliott's all-time closed-course NASCAR qualifying speed record in MPH, set at Talladega in 1987?

212.8 MPH

Matched pairs

Each item on the left goes with the one on the right.

Richard Petty milestone → Final career NASCAR Cup start

Step by step

Execution of the Polish Victory Lap celebration originated by Alan Kulwicki

1. Take the checkered flag and win the race
2. Turn the car around to drive clockwise, opposite to the race direction
3. Run a slow lap in reverse with the driver's side facing the grandstands, waving to fans out the window

Self-test

Answer each question from memory, then check your work against the answer key.

1. Which television network aired the 1979 Daytona 500 as NASCAR's first live, flag-to-flag national broadcast?

- A ABC
- B ESPN
- C NBC
- D CBS

2. Which driver holds NASCAR's all-time record for career Cup Series wins, with 200 victories?

- A Dale Earnhardt
- B Darrell Waltrip
- C Richard Petty
- D David Pearson

3. How many races did Richard Petty and David Pearson finish first and second against each other during their rivalry?

- A 27 races
- B 63 races
- C 41 races
- D 102 races

4. In his legendary 1967 season, how many consecutive NASCAR races did Richard Petty win in a row?

- A 10 consecutive wins
- B 5 consecutive wins
- C 8 consecutive wins
- D 15 consecutive wins

5. Besides Cale Yarborough and Donnie Allison, which driver joined the infield fistfight after the 1979 Daytona 500's final-lap crash?

A Bobby Allison
B David Pearson
C Richard Petty
D Darrell Waltrip

6. What historic broadcasting first did the 1979 Daytona 500 achieve for NASCAR?

A First race with in-car driver cameras
B First race broadcast in full color
C First pay-per-view broadcast event
D First flag-to-flag live network broadcast

7. What happened on live television after Yarborough and Allison crashed on the final lap of the 1979 Daytona 500?

A Officials red-flagged the race for review
B Richard Petty spun avoiding the wreckage
C Bobby Allison joined a televised infield fistfight
D CBS lost its satellite feed mid-broadcast

8. What happened to Dale Earnhardt in his famous 1987 All-Star Race incident with Bill Elliott at Charlotte?

A Suffered right-front suspension damage and retired
B Slid across the infield grass and retained the lead
C Lost the lead and finished second
D Spun completely around before pitting for tires

9. How many career Cup Series victories did Jeff Gordon record driving for Hendrick Motorsports?

A 76 wins
B 93 wins
C 84 wins
D 105 wins

10. Which team owner fielded Dale Earnhardt's iconic black number 3 Chevrolet?

A Hendrick Motorsports
B Junior Johnson & Associates
C Richard Childress Racing
D Wood Brothers Racing

11. Which three races did Bill Elliott sweep in 1985 to win NASCAR's inaugural $1,000,000 Winston Million bonus?

A Daytona 500, Winston 500, and Southern 500
B Winston 500, World 600, and Firecracker 400
C Daytona 500, Winston 500, and Coca-Cola 600
D Daytona 500, Coca-Cola 600, and Southern 500

12. Which crew chief assembled the 'Rainbow Warriors' pit crew for Jeff Gordon's #24 team?

A Dale Inman
B Harry Hyde
C Kirk Shelmerdine
D Ray Evernham

Go deeper

ONLINE This lesson on the web flashfeedlearningapp.com/study-guides/nascar-trivia/the-golden-era-the-king-and-the-intimidator-1970s-1990s

STUDY NASCAR Trivia: Stock Car Lore, Champions & Speedways in the FlashFeed app flashfeedlearningapp.com/packs/nascar-trivia

LESSON 3 OF 6

Superspeedway Physics, Restrictor Plates & Car Generations

Aerodynamics, The Draft & Restrictor-Plate Battles · From Gen 1 to the Car of Tomorrow & Next Gen

WHAT YOU'LL BE ABLE TO DO

- Recall Junior Johnson's 1960 draft discovery, side drafting, Bobby Allison's 1987 crash and the 1988 restrictor plates, "The Big One", and tandem drafting.
- Trace NASCAR's car evolution from Gen 1's production cars through Gen 3's 110-inch wheelbase and Gen 6's brand styling to Next Gen's modular architecture.

Aerodynamics, The Draft and Restrictor-Plate Battles

Aerodynamic slipstreaming in NASCAR is credited to **Junior Johnson** (with crew chief Ray Fox) at the 1960 Daytona 500, proving that a trailing car running in the low-pressure wake of a leader suffers less aerodynamic drag and runs faster than its engine could achieve alone. However, escalating speeds posed extreme danger; in May 1987, **Bobby Allison's Talladega Crash** saw his car lift into the air at roughly 200 mph (some accounts say 210) and tear down roughly 100 feet of the catchfence (accounts vary).

In response, NASCAR mandated **Carburetor Restrictor Plates** in 1988 at Daytona and Talladega, restricting engine airflow and forcing cars into tight **Pack Racing** at 190+ mph. This environment fostered tactical phenomena:

- **Side Drafting**: Directing turbulent high-pressure air onto an opponent's rear spoiler to stall their forward momentum.
- **Bump Drafting**: Pushing a leading car's bumper at speed to streamline both vehicles.
- **The Big One**: Massive multi-car pileups where a single spinning car wrecks 10 to 25 vehicles.
- **Tandem Drafting**: Two-car pushing pairs that dominated 2009–2011 until NASCAR's 2011-12 rule changes (smaller radiators, repositioned air inlets and lower radiator pressure-relief valve settings). The pushing car's radiator was starved of air by the car ahead, so pairs had to swap places often to keep the engine from overheating.

At Daytona and Talladega, the **Yellow Line Rule** bars a driver from improving position by going below the double yellow line that separates the apron from the racing surface, unless another car forced them down.

In 2019, NASCAR modernized superspeedway regulations by replacing restrictor plates with precision CNC **Tapered Spacers**.

From Gen 1 to the Car of Tomorrow & Next Gen

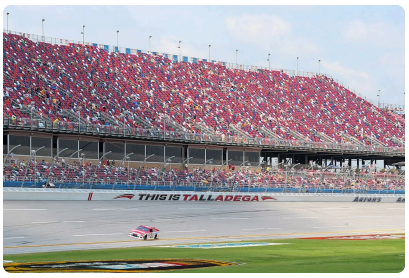
Stock car chassis evolved across seven distinct technical eras:

1. **Generation 1 (1949–1966)**: Factory production cars directly off dealer showroom floors with operational doors bolted shut.
2. **Generation 2 (1967–1980)**: Purpose-built tubular steel roll cages beneath modified production sheet metal.
3. **Generation 3 (1981–1991)**: Downsized standardized **110-Inch Wheelbase** chassis reflecting smaller American consumer cars.
4. **Generation 4 (1992–2006)**: Hand-fabricated asymmetric bodies with extreme **Twisted Sister** aerodynamic skew and 800+ hp V8s.
5. **Generation 5 / Car of Tomorrow (2007–2012)**: Standardized safety box with a front splitter, energy-absorbing door foam, and an adjustable rear wing (replaced by a spoiler in 2010).
6. **Generation 6 (2013–2021)**: Restored distinct manufacturer brand styling (Camaro, Mustang, Camry).
7. **Generation 7 / Next Gen (2022–Present)**: Radical modular architecture featuring **Independent Rear Suspension (IRS)**, an **Xtrac 5-Speed Sequential Transaxle**, **18-Inch Center-Lock Single Lug Nut BBS Wheels**, **Carbon-Composite Symmetrical Body Panels**, a flat underbody with a **Rear Diffuser**, and precision **Rack-and-Pinion Steering**.

The Car of Tomorrow's rear wing was believed to help lift cars into the air when they spun backwards at high speed, and it was blamed for several flips in 2009 and early 2010; critics also said it made the car look like a sports car rather than a stock car. NASCAR brought back the traditional **Rear Spoiler** in spring 2010. On the Next Gen car, a five-speed **Sequential Gearbox** replaced the four-speed **H-Pattern Shifter** of earlier cars, with the gears and rear axle combined in one transaxle. Its composite body is meant to bounce back into shape after contact, or be repaired by swapping a single panel, whereas a **Sheet Steel** body had to be hammered back into shape.

Key facts

> **Discovery of Drafting at Daytona by Junior Johnson**
> In 1960, Junior Johnson (with crew chief Ray Fox) is credited with discovering drafting at Daytona: tucking behind faster cars in their low-pressure wake let his slower Chevrolet keep pace, and he used the tow to win the Daytona 500.



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Bobby Allison's Crash and the Restrictor-Plate Era

In May 1987, **Bobby Allison's** car went airborne at roughly 200 mph (some accounts say 210) at Talladega, tearing out roughly 100 feet of catchfence (accounts vary) and nearly reaching the grandstands. The near-catastrophe pushed NASCAR to act: starting with the 1988 Daytona 500, every car at Daytona and Talladega had to run a **carburetor restrictor plate**, choking engine airflow and capping horsepower to keep speeds - and the danger of another airborne car - under control.

Superspeedway Pack Racing Dynamics

Restrictor plates equalized engine horsepower, grouping 30 to 40 cars into massive, tightly packed aerodynamic drafts moving at 190+ mph separated by inches.

The Big One

Restrictor plates equalized horsepower so thoroughly that 30 to 40 cars run nose-to-tail at 190-plus mph, separated by mere inches. When one car in that pack so much as twitches, there's nowhere for the others to go — the result is **'The Big One,'** NASCAR slang for a single-mistake pileup that can collect anywhere from 10 to 25 cars in a matter of seconds.

Side Drafting

Side drafting is a superspeedway passing technique where a trailing car pulls alongside a leader and directs the turbulent, high-pressure air coming off its own nose onto the leader's rear spoiler. That disrupted airflow stalls the leader's forward push, slowing it down just enough for the trailing car to complete the pass — a purely aerodynamic weapon that requires no bumper contact at all.

Bump Drafting on High-Speed Superspeedways

Bump drafting is the technique where a trailing car physically pushes the rear bumper of a leading car at 190+ mph, streamlining both cars into a faster combined aerodynamic shape.

Tandem Drafting and Its 2012 Ban

From roughly 2009 to 2011, superspeedway racing was dominated by **tandem drafting**: two cars locking bumper-to-bumper, with the trailing car pushing the leader to speeds neither could reach alone. The catch was that the pushing car's radiator was starved of air by the car ahead, so its engine overheated quickly and the pair had to swap places often. NASCAR curbed the tactic with rule changes in 2011-12 (smaller radiators, repositioned air inlets and lower radiator pressure-relief valve settings), largely restoring traditional pack racing.

The Trailing Wake Vortex and Aerodynamic Bubble

A leading stock car creates a high-pressure nose zone and a turbulent low-pressure wake; a trailing car that tucks into that wake meets less aerodynamic drag, letting it keep pace with the leader using less power than it would need alone.



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Generation 1: Real Showroom Cars

NASCAR's earliest race cars, run from 1949 to 1966, were not purpose-built racers at all — they were **factory production cars** pulled almost straight off dealership showroom floors, stock interiors and all. Safety modifications were minimal; the main requirement was that the doors be bolted shut so they wouldn't fly open in a crash. It's the origin of the sport's name: these genuinely were 'stock' cars.



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Generation 2 (1967–1980): Purpose-Built Tube Chassis

Generation 2 introduced modified factory passenger car sheet-metal bodies mounted onto purpose-engineered, tubular steel roll-cage chassis for superspeedway safety.



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Generation 4: The 'Twisted Sisters'

By the late years of NASCAR's Generation 4 era (1992–2006), teams were hand-fabricating bodies with extreme, deliberately asymmetric skew to generate extra aerodynamic sideforce in the corners — cars that looked visibly crooked when viewed head-on. The lopsided look earned these late Gen 4 machines the nickname **'Twisted Sisters,'** built to pair with 800-plus horsepower V8s before NASCAR standardized the body templates that followed.



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Generation 5 / Car of Tomorrow Safety Architecture

The Car of Tomorrow (CoT) prioritized driver safety with a body 4 inches wider and 2 inches taller than its predecessor, a seat moved toward the center, energy-absorbing door foam, and an adjustable front splitter.



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Generation 7 / Next Gen (2022–Present) Revolution

Introduced in 2022, the Next Gen car was designed to reduce team operating costs, improve spec parity, and transition to modern sports car automotive architecture.



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Next Gen's Independent Rear Suspension

The **Next Gen** car, introduced in 2022, replaced the solid rear axle of the previous generation with a modern **independent rear suspension (IRS)**, with the axle and gears combined in a rear-mounted transaxle. Independent rear suspension is standard on modern sports cars, and it gave teams an extra degree of freedom for tuning handling.

> **Next Gen Flat Underbody and Rear Diffuser**
>
> The Next Gen car has a flat, more fully sealed underbody and a rear diffuser hanging below the rear bumper, intended to improve handling in traffic and reduce the effect of dirty air.

By the numbers

In what year did NASCAR officially mandate carburetor restrictor plates for races at Daytona and Talladega?

1988 year

To what standard wheelbase length in inches did NASCAR downsize all Cup Series chassis in 1981 (Gen 3)?

110 inches

Matched pairs

Each item on the left goes with the one on the right.

Next Gen wheel system → 18-inch forged aluminum with single center-lock lug

Chassis frame and clips → Technique Inc serialized assemblies

Self-test

Answer each question from memory, then check your work against the answer key.

1. What motorsport phenomenon does the term 'The Big One' describe in NASCAR superspeedway racing?

- A An overtime green-white-checkered
- B A green-flag pit cycle that reshuffles the whole field
- C A sudden rainstorm causing immediate red flags
- D A massive multi-car crash collecting much of the field

2. Why did two-car tandem drafting pairs have to frequently swap positions during races from 2009 to 2011?

- A The pushing car's rear differential overheated under sustained load
- B The trailing pushing car engine overheated rapidly
- C Tire wear on the leading car caused a severe blowout
- D Fuel tanks drained twice as fast in the front car

3. In what year did Junior Johnson discover the drafting effect at Daytona?

- A 1960
- B 1963
- C 1959
- D 1965

4. According to most accounts, roughly how much catchfence did Bobby Allison's car destroy when it went airborne at Talladega in May 1987?

- A 250 feet
- B 200 feet
- C 100 feet
- D 50 feet

5. Which superspeedway technique directs turbulent high-pressure air onto a leader's rear spoiler to stall it?

- A Bump drafting
- B Pack racing
- C Side drafting
- D Tandem drafting

6. What feature defined NASCAR's Generation 1 race cars, from the late 1940s to the mid-1960s?

- A Hand-fabricated asymmetric bodies for sideforce
- B Purpose-built tubular steel chassis beneath the sheet metal
- C A standardized 110-inch wheelbase chassis
- D Factory production bodies and stock interiors

7. What primary aesthetic objective was achieved with the introduction of Generation 6 in 2013?

- A Symmetrical carbon-composite body panels
- B Distinct showroom brand styling for each make
- C Hand-fabricated asymmetric bodies for extra sideforce
- D A single spec body shape shared identically by every make

8. What is the main advantage of the Next Gen car's composite body panels over sheet steel?

- A Resists denting and bounces back into shape after contact
- B Lets teams fabricate their own panels in-house to save money
- C Allows teams to hand-hammer customized aerodynamic flares
- D Can be hammered back into shape after contact like sheet steel

9. What standardized wheelbase, in inches, did NASCAR mandate for Generation 3 Cup Series chassis starting in 1981?

- A 115 inches
- B 105 inches
- C 120 inches
- D 110 inches

10. What suspension system did the 2022 Next Gen car introduce, replacing the solid live rear axle every earlier Cup car used?

- A MacPherson strut suspension
- B Independent rear suspension
- C Double wishbone suspension
- D Live axle with coil springs

Go deeper

ONLINE This lesson on the web flashfeedlearningapp.com/study-guides/nascar-trivia/superspeedway-physics-restrictor-plates-and-car-generations

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LESSON 4 OF 6

Crown Jewels, Iconic Tracks & The Geometry of Banking

The Crown-Jewel Monuments & Historic Lore · High Banks, Flat Tracks & The Tricky Triangle

WHAT YOU'LL BE ABLE TO DO

- Recall the four Crown Jewels (Daytona 500, Southern 500, Coca-Cola 600, Brickyard 400), the Harley J. Earl Trophy, and Tony Stewart's 2001 Double Duty.
- Recall turn banking by track (Talladega 33°, Daytona 31°, Bristol 24-30°, Martinsville 12°), Pocono's Tricky Triangle, and the 2023 Chicago Street Race.

The Crown-Jewel Monuments and Historic Lore

NASCAR's racing calendar is anchored by its four prestigious **Crown Jewel Races**:

- **The Daytona 500**: 'The Great American Race', awarding the historic **Harley J. Earl Trophy**.
- **The Southern 500**: The grueling Labor Day classic at Darlington Raceway, famous for **Throwback Weekend** paint schemes.
- **The Coca-Cola 600**: NASCAR's longest endurance test (600 miles / 400 laps) at Charlotte Motor Speedway, testing machinery as track temperatures plummet from day to night.
- **The Brickyard 400**: Held at the rectangular oval of **Indianapolis Motor Speedway**, celebrating the traditional **Kissing the Bricks** ritual.

Memorable lore includes the **Memorial Day Double Duty**, where drivers like **Tony Stewart** (2001) completed all 1,100 miles of the Indy 500 and Coca-Cola 600 in a single day. Other celebrated traditions include the **Bristol Night Race** inside 'The Last Great Colosseum', the **Darlington Stripe** earned by scraping the outside wall, and the 2023 revival of historic **North Wilkesboro Speedway**.

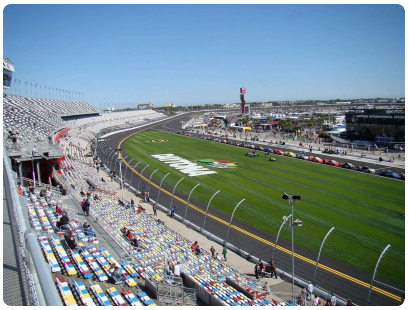
High Banks, Flat Tracks and The Tricky Triangle

Track banking geometry dictates racing lines, aerodynamic loads, and tire grip:

- **Talladega Superspeedway**: The steepest in NASCAR with **33-Degree Banking** in turns on a 2.66-mile tri-oval.
- **Daytona International Speedway**: **31-Degree Banking** across four turns.
- **Bristol Motor Speedway**: **24°–30° Progressive Concrete Banking**, subjecting drivers to cornering forces exceeding 3.5G.
- **Martinsville Speedway**: A flat 0.526-mile 'paperclip' with **12-Degree Banking**, rewarding heavy threshold braking into first-gear corners and awarding the iconic **Grandfather Clock Trophy**.

- **Pocono Raceway**: 'The Tricky Triangle' tri-oval with three distinct turns modeled after Trenton (14°), Indianapolis (8°), and Milwaukee (6°).
- **Road Courses and Street Tracks**: Elevational challenges at **Watkins Glen International** (The Esses and Inner Loop), **Sonoma Raceway** (160 feet of elevation change), and the historic 2023 **Chicago Street Race** won by **Shane van Gisbergen**.

Key facts



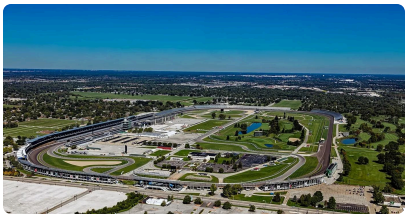
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The Daytona 500: 'The Great American Race'

The Daytona 500 is NASCAR's premier crown-jewel event and season-opener held each February at Daytona; the winner receives the prestigious Harley J. Earl Trophy.

> **Southern 500 Throwback Weekend**
>
> Every Labor Day weekend, teams competing in the **Southern 500** at Darlington Raceway swap their normal liveries for **Throwback Weekend** paint schemes — retro designs that recall famous cars, sponsors, and drivers from the sport's history. What began as a one-off nostalgia promotion has become one of the most anticipated weekends on the calendar, turning the garage into a rolling museum of NASCAR's past for a single race.

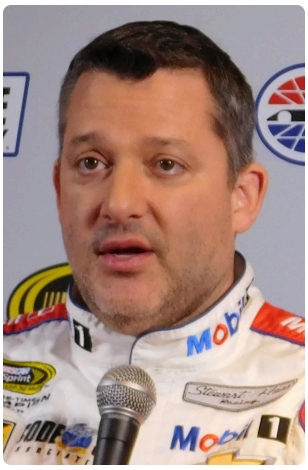
> **The Coca-Cola 600**
>
> The **Coca-Cola 600** at Charlotte Motor Speedway is NASCAR's longest points race: 600 miles run over **400 laps** of the 1.5-mile oval. Held every Memorial Day weekend, it's as much an endurance test for equipment as for drivers — the race starts in the searing heat of a late-May afternoon and finishes under lights, with cooling track temperatures dramatically changing the grip levels teams have to chase all night.



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The Brickyard 400 and 'Kissing the Bricks'

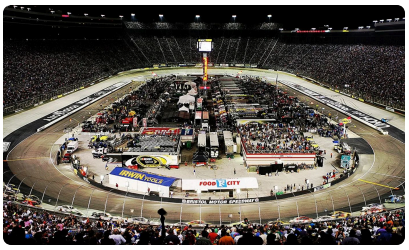
Inaugurated in 1994 and won by Jeff Gordon, the Brickyard 400 takes place at Indianapolis Motor Speedway, where winning teams perform the tradition of kissing the 3-foot start-finish yard of bricks.



Zach Catanzareti · CC BY-SA 2.0

The Memorial Day Double Duty

On Memorial Day weekend, a handful of drivers have attempted the **Double Duty**: racing the Indianapolis 500 at noon, then flying and helicoptering to North Carolina to also start Charlotte's Coca-Cola 600 that same evening — 1,100 miles of racing in a single day. Only one driver has ever finished every mile of both races without missing a lap: **Tony Stewart**, who completed the full Double Duty in 2001.



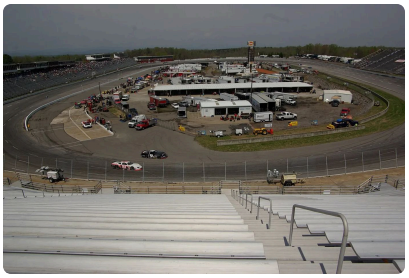
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The Bristol Night Race in 'The Last Great Colosseum'

Held in August, the Bristol Night Race packs 160,000 fans into the high-banked 0.533-mile concrete stadium bowl of Bristol Motor Speedway for 500 laps under floodlights.

The Darlington Stripe

At Darlington's tight, asymmetric egg-shaped oval, running the fastest line often means brushing the outside wall through Turns 3 and 4. The paint and sheet-metal scrape that results — a right-side scar earned by pushing the car right to the edge of the track — is worn as a badge of honor known as the **Darlington Stripe**, proof a driver ran the track exactly as hard as it demands.



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North Wilkesboro Speedway Revival (2023)

After sitting dormant for 27 years, historic 0.625-mile North Wilkesboro Speedway was revitalized to host the 2023 NASCAR All-Star Race, won by Kyle Larson.



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Trevor Bayne's 2011 Daytona 500 Cinderella Win

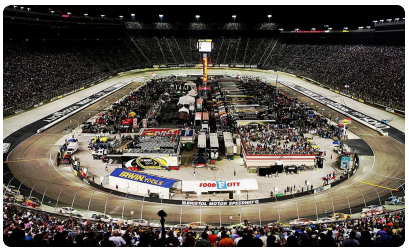
On February 20, 2011, Trevor Bayne won the Daytona 500 for Wood Brothers Racing in the #21 Ford one day after turning 20, in only his second career Cup start.



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Talladega's 33-Degree Banking

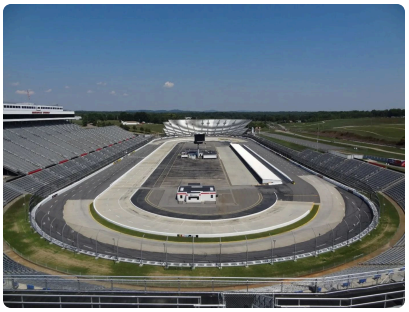
Talladega Superspeedway carries the steepest turns of any NASCAR oval: **33 degrees** of banking around its 2.66-mile tri-oval layout. That extreme angle, combined with the track's long straightaways, is exactly what makes Talladega the fastest and most dangerous track on the circuit — steep enough to hold cars flat-out through the corners at speeds that would be impossible on a flatter oval.



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Bristol Motor Speedway: 24°–30° Progressive Concrete Banks

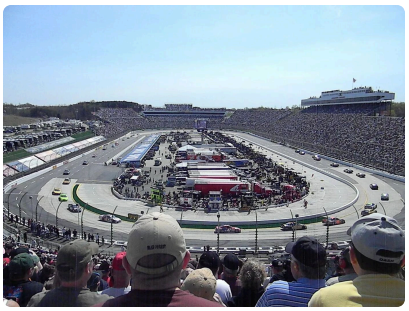
Bristol Motor Speedway features steep 24-to-30-degree progressive banking that subjects drivers to lateral cornering loads exceeding 3.5G on its 0.533-mile concrete layout.



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Martinsville's 12-Degree Banking

Martinsville Speedway is the flattest, tightest oval on the NASCAR circuit: a 0.526-mile 'paperclip' shape with just **12 degrees** of banking in the turns — far less than the 24-to-33-degree banks at intermediate and superspeedway tracks. With so little banking to help carry speed through the corners, drivers rely on heavy threshold braking into first-gear turns, making Martinsville one of the sport's purest tests of braking and patience.



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The Martinsville Grandfather Clock Trophy

Since 1964, winners of Cup Series races at Martinsville Speedway receive a custom-built 7-foot tall Ridgeway grandfather clock handcrafted in Virginia.



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Pocono's Tricky Triangle

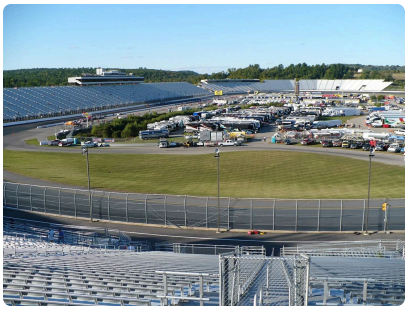
Pocono Raceway earned its nickname 'The Tricky Triangle' because its three turns aren't uniform — each was deliberately modeled after a different track. Turn 1 copies Trenton Speedway's **14-degree** banking, Turn 2 mirrors Indianapolis Motor Speedway's shallow **8 degrees**, and Turn 3 matches Milwaukee Mile's flat **6 degrees**. The result forces teams to set up one car for three completely different corners on a single lap.

Watkins Glen International: The Glen's High-Speed Road Course

Watkins Glen International is a 2.45-mile, 7-turn New York road course famous for the uphill high-speed 'Esses' and the 'Inner Loop' bus-stop chicane.

The 2023 Chicago Street Race

In July 2023, NASCAR ran its first-ever street race, threading a temporary circuit through downtown Chicago's Grant Park. The rain-shortened Grant Park 220 produced a stunning result: **Shane van Gisbergen**, a Supercars champion from New Zealand making his Cup Series debut, won the race outright on his first Cup Series start.



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New Hampshire Motor Speedway: 'The Magic Mile'

New Hampshire Motor Speedway is a flat 1.058-mile oval with variable banking between 2 and 7 degrees, requiring drivers to rely strictly on mechanical front-end grip.

By the numbers

How many total laps are contested in NASCAR's longest race, the 600-mile Coca-Cola 600 at Charlotte?

400 laps

What is the traditional winner-take-all top prize payout in dollars for the annual NASCAR All-Star Race?

1000000 USD

What is the maximum turn banking angle in degrees at Talladega Superspeedway, the steepest oval in NASCAR?

33 degrees

Matched pairs

Each item on the left goes with the one on the right.

Daytona International Speedway turn banking → 31-degree banking in all four turns

Steep banking angle resolution → Converts lateral force into normal force pushing car into track

Step by step

Executing the 1,100-mile Memorial Day Double Duty itinerary

1. Compete in the 500-mile Indianapolis 500 IndyCar race in Speedway, Indiana at noon
2. Take medical IV fluids and board a chartered jet from Indianapolis to Concord, North Carolina
3. Arrive via helicopter at Charlotte Motor Speedway and start the 600-mile Coca-Cola 600 at 6:00 PM

Self-test

Answer each question from memory, then check your work against the answer key.

1. What is the 'Darlington Stripe' in NASCAR stock car racing lore?

- (A) A yellow timing marker painted on the backstretch apron
- (B) A right-side scrape from brushing the outside wall
- (C) A technical inspection
- (D) A ceremonial victory stripe applied to the winner's hood

2. Which Crown Jewel race takes place at Indianapolis Motor Speedway?

- (A) Southern 500
- (B) Coca-Cola 600
- (C) Daytona 500
- (D) Brickyard 400

3. Which of these is NOT one of NASCAR's four Crown Jewel races?

A Southern 500
B Brickyard 400
C Bristol Night Race
D Coca-Cola 600

4. Which driver completed the Memorial Day 'Double Duty,' finishing all 1,100 miles of the Indy 500 and Coca-Cola 600 in 2001?

A Tony Stewart
B Jeff Gordon
C Kyle Larson
D Trevor Bayne

5. What trophy is awarded to the winner of NASCAR's Daytona 500?

A Borg-Warner Trophy
B Champion's Cup
C Harley J. Earl Trophy
D Astor Cup

6. Which NASCAR oval has the steepest turn banking of any track on the circuit?

A Talladega Superspeedway
B Daytona International Speedway
C Martinsville Speedway
D Bristol Motor Speedway

7. Which of these NASCAR ovals has the least amount of turn banking in its corners?

A Bristol Motor Speedway
B Talladega Superspeedway
C Daytona International Speedway
D Martinsville Speedway

8. Pocono Raceway's three distinct turns were each modeled after a different historic track. Which trio inspired its 'Tricky Triangle' layout?

A Watkins Glen, Sonoma, and Road America
B Trenton, Indianapolis, and Milwaukee
C Daytona, Charlotte, and Atlanta
D Martinsville, Bristol, and Talladega

9. Which NASCAR track is known for 24-to-30-degree progressive banking that subjects drivers to over 3.5G in the turns?

A Daytona International Speedway
B Talladega Superspeedway
C Bristol Motor Speedway
D Martinsville Speedway

10. Which NASCAR oval features 31-degree banking across all four of its turns?

A Daytona International Speedway
B Bristol Motor Speedway
C Pocono Raceway
D Talladega Superspeedway

11. Which driver won the historic 2023 NASCAR Chicago Street Race?

A Michael McDowell
B Trevor Bayne
C Kyle Larson
D Shane van Gisbergen

Go deeper

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STUDY NASCAR Trivia: Stock Car Lore, Champions & Speedways in the FlashFeed app flashfeedlearningapp.com/packs/nascar-trivia

LESSON 5 OF 6

Team Dynasties, Crew Chiefs & Pit-Road Science

Legendary Owners, Crew Chief Masterminds & Innovations · Pit Strategy, Fuel Windows, Tyre Falloff & Overcut/Undercut

WHAT YOU'LL BE ABLE TO DO

- Recall NASCAR's dynasties: Hendrick's 14 owner titles, Childress and Earnhardt's six, Roger Penske, and crew chiefs Dale Inman and Chad Knaus.
- Recall pit-road science: sub-9-second Next Gen stops, up to 75% right-side tire load, the undercut, tire falloff of 1.5 to 3.5 seconds, and the Lucky Dog rule.

Legendary Owners, Crew Chief Masterminds and Technical Innovations

NASCAR's competitive landscape has been shaped by powerhouse owners and mastermind crew chiefs:

- **Hendrick Motorsports**: Founded by **Rick Hendrick** in 1984, winning over 300 Cup races and 14 championships.
- **Richard Childress Racing (RCR)**: Built by **Richard Childress**, winning 6 titles with Dale Earnhardt.
- **Joe Gibbs Racing (JGR)**: Founded by NFL coaching legend **Joe Gibbs**, winning 5 Cup titles.
- **Team Penske**: Led by **Roger Penske** ('The Captain'), winning four modern Cup titles.
- **Wood Brothers Racing**: Founded in 1950, NASCAR's oldest operating team (#21). In 1965, **Leonard Wood** invented the modern **Choreographed Pit Stop** with specialized jacks and synchronized footwork.
- **Mastermind Crew Chiefs**: **Dale Inman** holds the record with **8 Cup Championships** (7 with Petty). **Ray Evernham** engineered the dominant #24 team and the radical 1997 **T-Rex Car**. **Chad Knaus** directed **Jimmie Johnson** to 7 titles, while **Kirk Shelmerdine** and **Paul Wolfe** captured multiple titles for RCR and Penske.
- **Smokey Yunick**: Legendary mechanic from 'The Best Damn Garage in Town' known for ingenious interpretations of the rulebook.

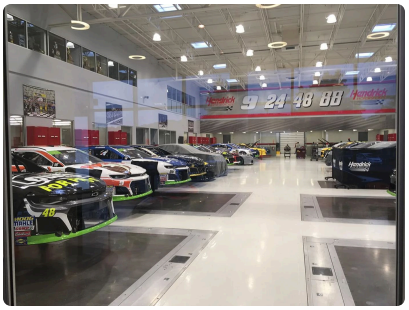
Pit Strategy, Fuel Windows, Tyre Falloff & Overcut/Undercut

Modern pit stops are an exact science:

- **Sub-9-Second Pit Stops**: Using Next Gen single-lug nuts, crews change four tires and fuel in under 9.0 seconds.
- **Tire Falloff**: As **Goodyear** rubber degrades from heat and friction, lap times slow by 1.5 to 3.5 seconds over a fuel run.

- **Asymmetric Loading**: Counter-clockwise oval turning places up to 75% of cornering load on the **Right-Side Tires**, making **Two-Tire Pit Stops** ('Right Sides Only') a vital late-race track position gamble.
- **Fuel Mileage and Windows**: Maximizing mileage via draft-saving and coasting to execute **Undercuts** (short-pitting for fresh tire speed) or **Overcuts** (staying out longer to run fast laps in clean air on a lighter fuel load before pitting).
- **Rules and Formats**: The **Lucky Dog / Free Pass** rule (2003), the **Wave-Around**, and **Stage Racing** (2017) awarding championship stage points.
- **Chassis Geometry**: Tuning **Tire Stagger**, **Negative Front-Right Camber**, **Cross-Weight (Wedge)**, and **Track Bar Height**.

Key facts



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Hendrick Motorsports's 14 Championships

Founded by **Rick Hendrick** in 1984, **Hendrick Motorsports** has grown into NASCAR's most decorated organization, with more than 300 Cup Series wins and **14 owner championships** — the most of any team in history. Those titles came behind the wheel of five different drivers across four decades: Jeff Gordon, Jimmie Johnson, Terry Labonte, Chase Elliott, and Kyle Larson.

> **RCR's Six Titles with Earnhardt**
>
> **Richard Childress Racing** was built around one driver: **Dale Earnhardt** won six of his seven career championships behind the wheel of RCR's black #3 Chevrolet. Only Earnhardt's very first title, in 1980, came with a different team, Rod Osterlund Racing.



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Joe Gibbs: NFL Legend to NASCAR Champion Owner

Joe Gibbs, three-time Super Bowl-winning NFL head coach, founded Joe Gibbs Racing (JGR) in 1992, winning five Cup championships with drivers Bobby Labonte, Tony Stewart, and Kyle Busch.



Zach Catanzareti · CC BY-SA 2.0

Team Penske's Four Cup Titles

Roger Penske, known throughout global motorsport as 'The Captain,' brought his open-wheel and sports-car championship pedigree to NASCAR and built **Team Penske** into a modern Cup Series powerhouse, winning **four championships** across three different drivers: Brad Keselowski, Joey Logano, and Ryan Blaney. Penske's titles across IndyCar, IMSA, and NASCAR make him one of motorsport's most decorated team owners in any series.



Ted Van Pelt · CC BY 2.0

Jack Roush: 'The Cat in the Hat' and RFK Racing

Jack Roush, known for his trademark Panama hat, built Roush Racing into Ford's flagship powerhouse, winning Cup championships with Matt Kenseth (2003) and Kurt Busch (2004).



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Dale Inman: All-Time Record Eight Championships

Dale Inman is the winningest crew chief in NASCAR history, winning 193 Cup races and eight Cup championships (seven with Richard Petty and one with Terry Labonte).



Kim Phillips · CC BY 2.0

Chad Knaus and Jimmie Johnson's Seven-Title Dynasty

Crew chief Chad Knaus paired with Jimmie Johnson on the #48 Hendrick Chevrolet to win 81 Cup races and seven Cup championships, renowned for analytical setup modeling.

Smokey Yunick: 'The Best Damn Garage in Town'

Daytona Beach mechanic Smokey Yunick became legendary for audacious rulebook exploits, such as building a 2-inch wide, 11-foot long fuel line holding 5 gallons of gas.



U.S. Navy photo by Photographer's Mate 2nd Class Brett Dawson. · Public domain

The Sub-9-Second Pit Stop

Modern NASCAR pit crews treat a four-tire, full-fuel stop like a sprint event: with the Next Gen car's single center-lock lug nut replacing the old five-lug wheels, elite crews now change all four tires and add two cans of fuel in **under 9.0 seconds**. That combination of better equipment and choreographed, athlete-level pit crews has made pit road one of racing's most precise team sports.



Zach Catanzareti · CC BY-SA 2.0

Goodyear Tire Falloff and Rubber Degradation

Tire falloff refers to the progressive loss of grip as heat and friction degrade the vulcanized Goodyear tread compound, causing lap times to drop 1.5 to 3.5 seconds over a 45-lap stint.

Asymmetric Tire Loading

Because NASCAR ovals turn only left, cornering forces load the car's tires unevenly: on a banked turn, up to **75% of the total lateral cornering load** is carried by the right-side tires alone. That asymmetry is why crews set up cars with different tire pressures, camber, and stagger side-to-side, and why a 'right-sides only' pit stop — changing just the heavily worked right tires — can be a viable late-race gamble.

The 'Right-Sides Only' 2-Tire Pit Stop Strategy

During late caution periods, crew chiefs call for 'right-sides only'—changing only the heavily worn right-side tires in 4.0 seconds—gaining crucial track position while sacrificing four-tire grip.

Undercut vs. Overcut

Pit strategy on a green-flag run comes down to two competing gambles. An **undercut** means pitting early for fresh tires, betting that new-tire speed alone will let a driver retake track position once the leader eventually stops. An **overcut** is the opposite: staying out past a rival's stop to run fast laps in clean air on a lighter fuel load, gaining track position by delaying the pit stop rather than by rushing it.

Tire Stagger: Differential Circumference for Oval Turning

Tire stagger is the difference in circumference between right-side and left-side tires (right side up to 1 inch larger), causing the car to naturally steer left on ovals.

> **Wedge (Cross-Weight) and Track Bar Adjustments**
> Crew chiefs adjust cross-weight ('wedge') via rear spring screws and modify track bar height during pit stops to eliminate oversteer (loose) or understeer (tight) handling.

By the numbers

How many NASCAR Cup Series owner championships has Hendrick Motorsports won, the most in NASCAR history?

14 championships

In what year was Wood Brothers Racing, NASCAR's oldest continuously operating team, founded in Virginia?

1950 year

What is the target completion time in seconds for a modern elite 4-tire pit stop with the Next Gen single-lug nut system?

9 seconds

Matched pairs

Each item on the left goes with the one on the right.

Right-front wheel camber → Aggressive negative camber (top tilted inward toward engine)

Step by step

Executing a wave-around to regain a lost lap under caution

1. Stay out on the racing surface when lead-lap cars enter pit road under yellow
2. Advance behind the pace car ahead of the pitted lead-lap competitors
3. Receive the wave-around signal from race control and drive past the pace car before restart

Self-test

Answer each question from memory, then check your work against the answer key.

1. Which team owner, known throughout global motorsport as 'The Captain', won Cup championships with Keselowski, Logano, and Blaney?

- A Barney Visser of Furniture Row
- B Jack Roush of RFK Racing
- C Roger Penske of Team Penske
- D Chip Ganassi of CGR

2. How many premier NASCAR Cup championships did Richard Childress Racing win with driver Dale Earnhardt?

A Won 4 championships together
B Won 6 championships together
C Won 3 championships together
D Won 7 championships

3. How many Cup Series owner championships has Hendrick Motorsports won?

A 6 championships
B 4 championships
C 5 championships
D 14 championships

4. Which crew chief holds the NASCAR record with eight Cup Series championships, seven of them won with Richard Petty?

A Dale Inman
B Ray Evernham
C Chad Knaus
D Paul Wolfe

5. Dale Earnhardt won six of his seven championships at Richard Childress Racing driving which numbered Chevrolet?

A #48
B #24
C #3
D #21

6. Which crew chief holds NASCAR's all-time record with 8 Cup Series championships?

A Ray Evernham
B Chad Knaus
C Kirk Shelmerdine
D Dale Inman

7. Which crew chief engineered Jimmie Johnson's seven Cup Series championships?

A Chad Knaus
B Paul Wolfe
C Ray Evernham
D Kirk Shelmerdine

8. What percentage of a stock car's total cornering lateral load is carried by the right-side tires on banked ovals?

A Over 95% of load strictly on right front
B Up to 75% of lateral load on right side
C Approximately 50% evenly distributed
D Only 25% of load on right side

9. What driving technique is employed by drivers to stretch their fuel window and avoid an extra pit stop?

A Riding the outside wall to reduce rolling aerodynamic drag
B Lifting off throttle early and clutching into corner entries
C Downshifting to first gear along the entire backstretch
D Drafting behind the pace car during green flag stints

10. A driver pits several laps before the leader to gain fresh-tire speed and try to retake track position later. What is this strategy called?

A Two-Tire (Right-Sides-Only) Stop
B Lucky Dog
C Undercut
D Overcut

11. Approximately how much do lap times slow over a fuel run as Goodyear tires experience falloff?

A 1.5 to 3.5 seconds
B 5 to 8 seconds
C 10 to 15 seconds
D 0.1 to 0.5 seconds

12. Under NASCAR's Lucky Dog rule, which car is awarded the Free Pass back to the lead lap when a caution flag flies?

A Fastest car in the previous stage
B Car that pitted quickest that stop
C Lowest running car on the lead lap
D Highest running car one lap down

13. Which crew chief directed legendary driver Jimmie Johnson to seven Cup Series championships?

A Paul Wolfe
B Chad Knaus
C Ray Evernham
D Dale Inman

14. Which legendary driver won six of his seven career Cup Series championships driving for Richard Childress Racing?

A Dale Earnhardt
B Kyle Busch
C Cale Yarborough
D Jeff Gordon

Go deeper

ONLINE This lesson on the web flashfeedlearningapp.com/study-guides/nascar-trivia/team-dynasties-crew-chiefs-and-pit-road-science

STUDY NASCAR Trivia: Stock Car Lore, Champions & Speedways in the FlashFeed app flashfeedlearningapp.com/packs/nascar-trivia

LESSON 6 OF 6

Rivalries, Safety Revolutions, Lower Series & Modern Lore

Safety Revolution & The Post-Earnhardt Era · Rivalries, Lower Series (Xfinity/Trucks) & Modern Icons

WHAT YOU'LL BE ABLE TO DO

- Recall Earnhardt's basilar skull fracture in the 2000-01 crisis, Sicking's SAFER barrier (up to 40% of peak crash energy), and anti-submarine crotch straps.
- Recall Johnson's 5 straight titles, Kyle Busch's 230+ national-series wins, Logano's youngest win, the Kenseth-Logano feud, and the Stewart-Edwards tiebreaker.

Safety Revolution and The Post-Earnhardt Era

On February 18, 2001, the motorsport world was shaken by the tragic death of **Dale Earnhardt** from a **Basilar Skull Fracture** on the final lap of the Daytona 500. This tragedy was the culmination of a devastating 2000–2001 crisis that claimed **Adam Petty**, **Kenny Irwin Jr.**, and **Tony Roper**.

In response, NASCAR enacted the most comprehensive safety overhaul in racing history:

1. **Mandatory HANS Device**: Head and Neck Support devices were mandated in October 2001 to prevent lethal head-whip deceleration.
2. **The SAFER Barrier**: Developed by **Dr. Dean Sicking** at the University of Nebraska, the Steel and Foam Energy Reduction soft wall absorbs up to 40% of peak crash energy.
3. **Full-Containment Carbon Seats**: Custom-molded carbon-fiber seats with wrap-around head, shoulder, and pelvic supports.
4. **Seven-Point Restraint Harnesses**: SFI-certified harnesses with anti-submarine crotch straps.
5. **Automatic Roof Flaps**: Deployed during spins to disrupt lift and prevent airborne blowovers.
6. **NASCAR R&D Center & Black Boxes**: Incident data recorders tracking exact tri-axial G-force telemetry.

Thanks to these innovations, NASCAR has maintained an unbroken record of **Zero Driver Fatalities** in its top three national series since February 2001.

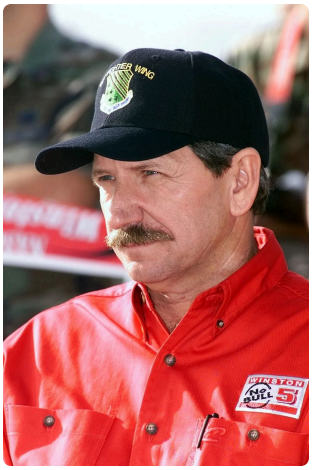
Rivalries, Lower Series and Modern Icons

Modern NASCAR lore features extraordinary icons and rivalries:

- **Jimmie Johnson**: Tied the all-time record with **7 Cup Championships**, including an unprecedented **Five Consecutive Titles** (2006–2010) in the #48 Hendrick Chevrolet.
- **Kyle Busch** ('Rowdy'): The all-time winningest national series driver with over **230 Combined Victories** and two Cup titles.

- **Joey Logano**: The youngest winner in Cup history (19 years, 35 days) and a 3-time Cup champion with Team Penske.
- **Lower Series Proving Grounds**: The **NASCAR Xfinity Series** and **Craftsman Truck Series** (founded 1995, led by 4-time champion **Ron Hornaday Jr.**).
- **Iconic Feuds and Moments**: The 2011 points tiebreaker between **Tony Stewart** and Carl Edwards, the 2015 **Matt Kenseth vs. Joey Logano** feud at Martinsville, and **Ross Chastain's 'Hail Melon'** at Martinsville in 2022, where he rode the outside wall at full throttle to smash the track record and reach the Championship 4.
- **Global Outreach**: The **Garage 56 Next Gen Entry** at the 2023 **24 Hours of Le Mans**, completing the endurance classic.

Key facts



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Dale Earnhardt's Fatal 2001 Daytona 500 Crash

On February 18, 2001, Dale Earnhardt tragically died on the final lap of the Daytona 500 from a basilar skull fracture sustained when his car struck the Turn 4 concrete wall at 160 mph.



Wikimedia Commons · Darryl Moran · CC BY-SA 2.0

The 2000-2001 Safety Crisis

Between May 2000 and February 2001, NASCAR lost four drivers to the exact same injury: a **basilar skull fracture**, caused by the head snapping forward on sudden deceleration. **Adam Petty**, **Kenny Irwin Jr.**, and **Tony Roper** died in that nine-month span before **Dale Earnhardt** suffered the identical fatal injury on the final lap of the 2001 Daytona 500 — a pattern of loss that finally forced NASCAR's comprehensive safety overhaul.



Wikimedia Commons · Zach Catanzareti Photo · CC BY 2.0

Mandatory Head and Neck Support (HANS) Device in 2001

In October 2001, NASCAR mandated Head and Neck Support (HANS) devices across all national series, tethering the helmet to the shoulder collar to prevent lethal head whip during crashes.



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The SAFER Barrier

In response to a wave of driver fatalities, **Dr. Dean Sicking** and his team at the **University of Nebraska-Lincoln's** Midwest Roadside Safety Facility developed the **SAFER Barrier** — Steel And Foam Energy Reduction — a soft wall built from steel tubing backed by foam blocks. Compared to a rigid concrete wall, the SAFER Barrier absorbs and dissipates roughly **40%** of the peak energy in a crash, dramatically cutting the forces transmitted to the driver.

Full-Containment Custom-Molded Carbon Seats

NASCAR replaced flat aluminum seats with custom-molded carbon-fiber containment seats that wrap around the driver's head, neck, ribs, and pelvis to prevent lateral displacement.

Anti-Submarine Restraint Straps

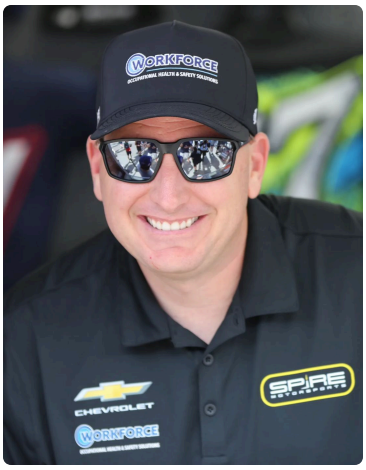
Modern NASCAR drivers are held in by 6-point and 7-point safety harnesses, but the straps doing some of the most important work are the ones between the legs: the **anti-submarine crotch straps**. In a severe frontal impact, they anchor the lap belt down and keep the driver's pelvis from sliding forward and under it — a failure mode called 'submarining' that can otherwise cause devastating internal injuries even when the upper-body harness holds.



U.S. Army CCDC from Aberdeen Proving Ground, MD, USA · CC BY 2.0

NASCAR's R&D Center and Black Boxes

Since 2002, NASCAR has required every national-series car to carry an onboard **black box** — a tri-axial data recorder that captures exact G-force deceleration during any on-track collision. The recorded crash data is analyzed at NASCAR's **Research & Development Center**, a 61,000-square-foot facility in **Concord, North Carolina**, where engineers use it to continuously refine chassis crashworthiness and safety equipment across the sport.

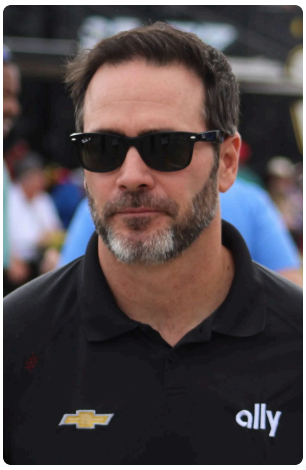


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Michael McDowell's 2008 Texas Crash Survival

In 2008 at Texas Motor Speedway, Michael McDowell suffered a 185 mph head-on crash that barrel-rolled eight times; he stepped out unharmed thanks to the CoT safety cage.

> **Helmet Fresh-Air Blowers and Carbon Monoxide Filtration**
>
> Cockpits feature filtered electric blowers that pump chilled, catalytic-filtered air into helmets to prevent carbon monoxide poisoning in 130°F cockpits.



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Jimmie Johnson's Five Consecutive Titles

Jimmie Johnson did something no NASCAR driver had done before or has done since: he won **five consecutive Cup Series championships**, from 2006 through 2010, driving the #48 Hendrick Chevrolet under crew chief Chad Knaus. The streak shattered Cale Yarborough's old record of three straight titles, and it stands as the benchmark against which every modern championship run is measured.



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Kyle Busch's 230 Combined Wins

Nicknamed **'Rowdy'** for his aggressive style, **Kyle Busch** is NASCAR's all-time winningest driver once every national series is counted together: more than **230 combined victories** across the Cup, Xfinity, and Truck Series, alongside two Cup championships. No other driver in NASCAR history has come close to matching his win total across all three of the sport's top national divisions.



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Joey Logano: Three-Time Champion and Youngest Winner

Joey Logano became the youngest winner in Cup history in 2009 (19 years, 35 days) and captured three Cup Series championships with Team Penske (2018, 2022, 2024).

> ### The Craftsman Truck Series' 1995 Founding
>
> NASCAR's third national touring series launched in **1995** as the SuperTruck Series by Craftsman, putting modified production pickup trucks on ovals alongside the sport's traditional stock cars. **Ron Hornaday Jr.** became the series' dominant early star, winning four championships in its first years.



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Ron Hornaday Jr.: Four-Time Truck Series Champion

Ron Hornaday Jr. won four Craftsman Truck championships (1996, 1998, 2007, 2009) and 51 career truck victories, becoming the first Truck Series pioneer inducted into the Hall of Fame.



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The 2011 Championship Tiebreaker

The 2011 Cup Series championship came down to a dead heat: **Tony Stewart** and **Carl Edwards** finished the season tied at exactly 2,403 points, the closest points battle in NASCAR history. Under the sport's tiebreaker rule, the title went to whichever driver had more wins on the season — and Stewart's 5 victories to Edwards' 1 settled it, handing Stewart his third and final championship.



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Ross Chastain's 'Hail Melon' at Martinsville (2022)

On the final lap at Martinsville in 2022, Ross Chastain shifted into 5th gear, deliberately rode the outside wall at full throttle, passed 5 cars to make the Championship 4, and set the all-time track lap record.



Zach Catanzareti Photo · CC BY 2.0

Kyle Larson's 10-Win Championship Season (2021)

In 2021, Kyle Larson dominated the Cup Series for Hendrick Motorsports, winning 10 points races, the All-Star Race, and the Cup championship in the #5 Chevrolet.



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The 2023 Garage 56 NASCAR Entry at 24 Hours of Le Mans

In June 2023, Hendrick Motorsports entered a modified Next Gen Camaro (driven by Jimmie Johnson, Jenson Button, and Mike Rockenfeller) in the 24 Hours of Le Mans, completing the race.

By the numbers

What percentage of peak impact energy is absorbed and dissipated by the SAFER barrier compared to rigid concrete?

40 percent

How many consecutive NASCAR Cup Series championships did Jimmie Johnson win from 2006 through 2010, an all-time record?

5 consecutive championships

How many total NASCAR national series victories (Cup, Xfinity, Truck combined) has Kyle Busch won, the most in history?

230 national series wins

Matched pairs

Each item on the left goes with the one on the right.

Keselowski first win / Edwards catchfence crash (2009) → Talladega Superspeedway tri-oval finish

Step by step

Aerodynamic activation sequence of NASCAR emergency roof flaps during a spin

1. Car rotates backwards or sideways at speeds exceeding 150 mph during an on-track spin
2. Reversed airflow catches the beveled trailing edge of the roof flaps, lifting them open automatically
3. Open flaps disrupt high-speed airflow over the roof, destroying aerodynamic lift and pushing the car down

Self-test

Answer each question from memory, then check your work against the answer key.

1. Which university research facility developed the Steel and Foam Energy Reduction (SAFER) barrier under Dr. Dean Sicking?

- A Georgia Institute of Technology Transportation Center
- B University of Nebraska-Lincoln Roadside Safety Facility
- C Purdue University Motorsports Engineering Institute
- D Massachusetts Institute of Technology Impact Lab

2. What specific fatal medical trauma claimed the lives of four NASCAR drivers within a 9-month span in 2000–2001?

- A Traumatic compound femur fracture shock
- B Severe carbon monoxide blood toxicity
- C Aortic rupture from blunt chest impact
- D Basilar skull fracture from rapid deceleration

3. Which injury caused the deaths of Adam Petty, Kenny Irwin Jr., Tony Roper, and Dale Earnhardt in 2000-2001?

- A Diffuse axonal brain injury
- B Cervical spinal cord transection
- C Basilar skull fracture
- D Traumatic aortic rupture

4. Compared to a rigid concrete wall, roughly what percentage of peak crash energy does the SAFER barrier absorb?

- A About 40 percent
- B About 65 percent
- C About 90 percent
- D About 15 percent

5. What is the specific purpose of the anti-submarine crotch straps in a NASCAR driver's harness?

- A Absorb lateral impact at hips
- B Tether helmet to shoulder collar
- C Anchor lap belt, stop pelvis slide
- D Disrupt airflow to prevent liftoff

6. In what year was the NASCAR Craftsman Truck Series founded, featuring modified production pickup trucks?

A Founded in 2007
B Founded in 1988
C Founded in 2001
D Founded in 1995

7. How was the tiebreaker decided when Tony Stewart and Carl Edwards finished with identical points in the 2011 championship?

A Total number of pole positions won during qualifying
B Total race wins throughout the season (Stewart 5, Edwards 1)
C Head-to-head finishing position in the season finale
D Highest average finish position across the 36 races

8. Which driver won an all-time record five consecutive Cup Series championships, from 2006 through 2010?

A Jimmie Johnson
B Joey Logano
C Kyle Larson
D Kyle Busch

9. Which driver holds the all-time record for combined national series wins, with over 230 across Cup, Xfinity, and Truck?

A Ron Hornaday Jr.
B Jimmie Johnson
C Kyle Busch
D Joey Logano

10. At 19 years and 35 days old, which driver became the youngest winner in Cup Series history?

A Chase Elliott
B Ross Chastain
C Kyle Larson
D Joey Logano

11. Which two drivers were locked in the notorious 2015 rivalry that boiled over at Martinsville?

A Tony Stewart and Carl Edwards
B Matt Kenseth and Joey Logano
C Kyle Busch and Kevin Harvick
D Denny Hamlin and Chase Elliott

12. At which track did the iconic 2015 Matt Kenseth vs. Joey Logano rivalry reach its boiling point?

A Martinsville Speedway
B Talladega Superspeedway
C Darlington Raceway
D Bristol Motor Speedway

13. What all-or-nothing gamble did Ross Chastain execute on the final lap at Martinsville in 2022?

A Short-pitting for an early undercut
B Riding the outside wall at full throttle
C Calling for a two-tire-only pit stop
D Coasting through the turns to save fuel

14. What tiebreaker strategy decided the 2011 Cup title when Tony Stewart and Carl Edwards tied exactly on points?

A Total laps led over the year
B Best average finish across the season
C Head-to-head finishes between them
D Number of races won that season

Go deeper

ONLINE This lesson on the web flashfeedlearningapp.com/study-guides/nascar-trivia/rivalries-safety-revolutions-lower-series-and-modern-lore

STUDY NASCAR Trivia: Stock Car Lore, Champions & Speedways in the FlashFeed app flashfeedlearningapp.com/packs/nascar-trivia

Answer key

Lesson 1: Moonshine, Sand & Founding Titans (1930s–1960s)

1. A 1948

NASCAR was incorporated on February 21, 1948, about ten weeks after the December 1947 Streamline Hotel meeting and before Strictly Stock racing began in June 1949.

2. B 4.1 miles

The course combined two miles of paved State Road A1A with two miles of hard-packed sand for a 4.1-mile lap; 2.5 miles is the later Daytona International Speedway.

3. D Bootleg Turn

Runners locked the rear wheels and snapped the wheel to whip the car 180 degrees -- the Bootleg (J-Turn) -- unlike a slide or pit maneuver, which don't reverse direction.

4. C Streamline Hotel

Big Bill France convened 35 drivers, owners, and mechanics on the Streamline Hotel's rooftop in Daytona Beach on December 14, 1947, laying the groundwork for NASCAR's incorporation.

5. C Illegally reinforced rear springs

Inspection found Dunaway's rear springs illegally reinforced with the same bootlegger trick used to survive rough roads, so the win went to Jim Roper instead.

6. D Fitting ultra-durable hard truck tires

Mantz used hard truck tires that survived the abrasive new pavement without blistering while faster cars blew soft car tires.

7. A Won by a margin of 14 laps

Ned Jarrett won the 1965 Southern 500 by 14 laps (19.25 miles), the largest victory margin in Cup Series history.

8. B Landowner's fishing pond blocked the turns

Landowner Sherman Ramsey refused to let builder Harold Brasington disturb his minnow pond near Turns 3 and 4, forcing those corners tighter than Turns 1 and 2.

9. C 31 degrees

Daytona's turns were banked at a radical 31 degrees, letting stock cars exceed 140 mph; Charlotte's quad-oval was banked at a shallower 24 degrees by comparison.

10. B Buddy Baker

Buddy Baker drove a Dodge Charger Daytona to 200.447 mph at Talladega in March 1970, becoming the first driver to officially top 200 mph on a closed course.

11. D Ford versus Chrysler manufacturers

The 1960s Aero Wars pitted Ford against Chrysler as each built radical winged cars for superspeedway supremacy.

12. A Chrysler Corporation

Chrysler's Aero Wars rivalry with Ford produced the winged Charger Daytona and Superbird homologation specials.

Lesson 2: The Golden Era, The King & The Intimidator (1970s–1990s)

1. D CBS

CBS broadcast the 1979 Daytona 500 live and flag-to-flag nationally, turning a blizzard-bound TV audience into NASCAR's first mass sensation.

2. C Richard Petty

Petty's 200 career wins remain NASCAR's all-time record, well ahead of Pearson's 105, Waltrip's 84, and Earnhardt's 76.

3. B 63 races

Petty and Pearson finished 1-2 a record 63 times, with Pearson winning 33 of those races to Petty's 30.

4. A 10 consecutive wins

Petty won 10 consecutive races during his dominant 1967 campaign, part of a season that also included 27 total wins.

5. A Bobby Allison

Bobby Allison joined the fight between Donnie Allison and Cale Yarborough after their final-lap crash, turning the 1979 Daytona 500 into a national sensation.

6. D First flag-to-flag live network broadcast

CBS aired the 1979 Daytona 500 live flag-to-flag nationally, NASCAR's first such network broadcast.

7. C Bobby Allison joined a televised infield fistfight

The crash sparked a live televised infield fight involving Yarborough and both Allison brothers, boosting NASCAR's profile.

8. B Slid across the infield grass and retained the lead

Elliott tapped Earnhardt into the infield grass; Earnhardt kept his foot down, drove through without spinning, rejoined the track still in front, and went on to win.

9. B 93 wins

Jeff Gordon won 93 career Cup races with Hendrick Motorsports, a different total from Earnhardt's 76, Pearson's 105, or Waltrip's 84.

10. C Richard Childress Racing

Dale Earnhardt drove the #3 Chevrolet for Richard Childress Racing, not Hendrick, Wood Brothers, or Junior Johnson's teams.

11. A Daytona 500, Winston 500, and Southern 500

Elliott swept the Daytona 500, the Winston 500 at Talladega, and the Southern 500 at Darlington in 1985 to claim the first-ever Winston Million bonus.

12. D Ray Evernham

Ray Evernham, Gordon's crew chief, assembled the Rainbow Warriors pit crew, named for the rainbow paint scheme of the #24 car. Dale Inman was Richard Petty's crew chief and Kirk Shelmerdine was Dale Earnhardt's.

Lesson 3: Superspeedway Physics, Restrictor Plates & Car Generations

1. D A massive multi-car crash collecting much of the field

'The Big One' refers to the massive pileups at Daytona and Talladega where a single mistake takes out a large portion of the field.

2. B The trailing pushing car engine overheated rapidly

The pushing car's radiator was starved of air by the car ahead, so its engine overheated within a few laps and the pair had to swap places.

3. A 1960

Junior Johnson discovered drafting at the 1960 Daytona 500, riding an underpowered car to victory by using a leader's low-pressure wake.

4. C 100 feet

Most accounts say Allison's car tore out roughly 100 feet of catchfence at about 210 mph (figures vary by source), a near-catastrophe that pushed NASCAR to mandate restrictor plates in 1988.

5. C Side drafting

Side drafting pulls alongside a leader and redirects turbulent air onto its spoiler, stalling the leader's forward push so it loses speed.

6. D Factory production bodies and stock interiors

Gen 1 cars were actual production cars with showroom sheet metal and interiors, requiring only that doors be bolted shut.

7. B Distinct showroom brand styling for each make

Gen 6 gave distinct manufacturer bodylines back to Chevrolet, Ford, and Toyota while maintaining CoT safety.

8. A Resists denting and bounces back into shape after contact

A composite body should bounce back into shape after contact, or be fixed by swapping one panel, whereas a sheet steel body had to be hammered back into shape.

9. D 110 inches

In 1981, Gen 3 cars were downsized to a standardized 110-inch wheelbase, reflecting the shrinking size of American production cars.

10. B Independent rear suspension

The Next Gen car replaced the solid live rear axle with independent rear suspension (IRS), driven through a rear-mounted transaxle.

Lesson 4: Crown Jewels, Iconic Tracks & The Geometry of Banking

1. B A right-side scrape from brushing the outside wall

Drivers earn the Darlington Stripe by brushing the outside wall while running the fastest high line.

2. D Brickyard 400

The Brickyard 400 is held at Indianapolis Motor Speedway, home of the Kissing the Bricks tradition.

3. C Bristol Night Race

The Crown Jewels are the Daytona 500, Southern 500, Coca-Cola 600, and Brickyard 400 - the Bristol Night Race is a separate tradition.

4. A Tony Stewart

Tony Stewart completed both the Indy 500 and Coca-Cola 600 on the same day in 2001, covering 1,100 miles.

5. C Harley J. Earl Trophy

The Daytona 500, 'The Great American Race,' awards the historic Harley J. Earl Trophy to its winner.

6. A Talladega Superspeedway

Talladega's 33-degree banking is the steepest of any NASCAR oval, ahead of Daytona's 31 degrees.

7. D Martinsville Speedway

Martinsville's flat 'paperclip' oval has just 12 degrees of banking, far less than Bristol, Daytona, or Talladega.

8. B Trenton, Indianapolis, and Milwaukee

Pocono's Turn 1 copies Trenton, Turn 2 mirrors Indianapolis, and Turn 3 matches Milwaukee Mile.

9. C Bristol Motor Speedway

Bristol's steep progressive concrete banking of 24 to 30 degrees produces cornering loads exceeding 3.5G.

10. A Daytona International Speedway

Daytona International Speedway carries 31-degree banking in all four turns, just under Talladega's 33 degrees.

11. D Shane van Gisbergen

The historic 2023 Chicago Street Race was won by Shane van Gisbergen.

Lesson 5: Team Dynasties, Crew Chiefs & Pit-Road Science

1. C Roger Penske of Team Penske

Roger Penske ('The Captain') guided Penske Racing to multiple NASCAR Cup titles.

2. B Won 6 championships together

Dale Earnhardt won 6 of his 7 titles with RCR (his 1980 title was won with Rod Osterlund).

3. D 14 championships

Hendrick Motorsports has won 14 Cup owner titles, the most in NASCAR history — more than RCR's 6, JGR's 5, or Penske's 4.

4. A Dale Inman

Dale Inman won a record 8 Cup titles (7 with Richard Petty, 1 with Terry Labonte), more than Knaus's 7, or Evernham and Wolfe.

5. C #3

Earnhardt drove RCR's black #3 to six titles; #24 was Gordon/Evernham's T-Rex-era car, #48 was Johnson/Knaus's, #21 is the Wood Brothers' number.

6. D Dale Inman

Dale Inman won a record 8 Cup Series championships, most of them as Richard Petty's crew chief.

7. A Chad Knaus

Chad Knaus paired with Jimmie Johnson to win seven Cup Series championships together.

8. B Up to 75% of lateral load on right side

Turning counter-clockwise shifts up to 75% of dynamic cornering force onto the right-side tires.

9. B Lifting off throttle early and clutching into corner entries

Drivers save fuel by lifting off the gas 200 feet before the corner and clutching to coast through turns.

10. C Undercut

Pitting early for fresh-tire speed is an undercut; an overcut means staying out longer, a right-sides-only stop trades grip for speed, and Lucky Dog is a caution-flag free pass.

11. A 1.5 to 3.5 seconds

Tire falloff from Goodyear rubber degradation slows lap times by 1.5 to 3.5 seconds over a fuel run as grip fades.

12. D Highest running car one lap down

The Lucky Dog rule awards the Free Pass to the highest-running car one lap down at the moment caution is displayed.

13. B Chad Knaus

Chad Knaus paired with Jimmie Johnson on the #48 Hendrick Chevrolet to win seven Cup titles.

14. A Dale Earnhardt

Dale Earnhardt won six of his seven Cup titles behind the wheel of RCR's black #3 Chevrolet.

Lesson 6: Rivalries, Safety Revolutions, Lower Series & Modern Lore

1. B University of Nebraska-Lincoln Roadside Safety Facility

Dr. Dean Sicking led the Midwest Roadside Safety Facility at the University of Nebraska-Lincoln in designing the SAFER barrier.

2. D Basilar skull fracture from rapid deceleration

Adam Petty, Kenny Irwin Jr., Tony Roper, and Dale Earnhardt all died of basilar skull fractures caused by rapid head whipping.

3. C Basilar skull fracture

All four drivers died from a basilar skull fracture, caused by the head snapping forward on sudden deceleration.

4. A About 40 percent

The steel-and-foam SAFER barrier absorbs about 40% of peak impact energy compared to rigid concrete.

5. C Anchor lap belt, stop pelvis slide

Anti-submarine straps anchor the lap belt down, keeping the pelvis from sliding forward and under it in a frontal impact.

6. D Founded in 1995

The SuperTruck Series by Craftsman debuted in 1995, kicking off three decades of truck racing.

7. B Total race wins throughout the season (Stewart 5, Edwards 1)

Stewart and Edwards tied at 2,403 points; Stewart won the crown because he won 5 races to Edwards' 1.

8. A Jimmie Johnson

Jimmie Johnson's five straight titles with the #48 Hendrick Chevrolet broke Cale Yarborough's old record of three.

9. C Kyle Busch

Nicknamed 'Rowdy,' Kyle Busch's combined win total across all three national series is unmatched in NASCAR history.

10. D Joey Logano

Joey Logano set the youngest-winner record in 2009 and later won three Cup titles with Team Penske.

11. B Matt Kenseth and Joey Logano

The 2015 Kenseth-Logano feud at Martinsville was one of NASCAR's most iconic modern rivalries.

12. A Martinsville Speedway

The Kenseth-Logano feud culminated with on-track retaliation at Martinsville in 2015.

13. B Riding the outside wall at full throttle

Chastain's 'Hail Melon' wall-ride strategy passed five cars to reach the Championship 4.

14. D Number of races won that season

Stewart and Edwards tied at 2,403 points; Stewart claimed the title with 5 wins to Edwards' 1.

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