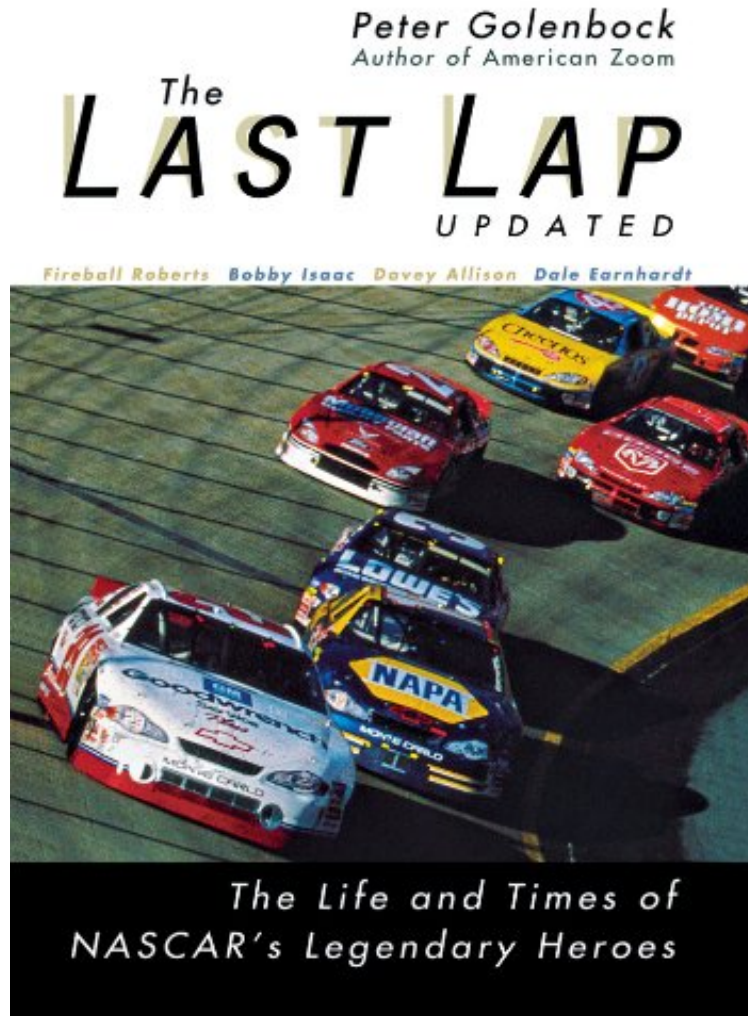


(Mobile library) The Last Lap: The Life and Times of NASCAR's Legendary Heroes

The Last Lap: The Life and Times of NASCAR's Legendary Heroes

Von Peter Golenbock

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Von Peter Golenbock : The Last Lap: The Life and Times of NASCAR's Legendary Heroes before purchasing it in order to gage whether or not it would be worth my time, and all praised The Last Lap: The Life and Times of NASCAR's Legendary Heroes:

KundenrezensionenHilfreichste Kundenrezensionen0 von 0 Kunden fanden die folgende Rezension hilfreich. A Much-Needed Antidote To PR on NASCAR's 50thVon Michael DalyPeter Golenbock first became involved in NASCAR with American Zoom, an oral history of the sport up to the 1992-3 seasons. Zoom was a superb look at the sport as seen from a variety of personalities. Golenbock, though, has outdone himself greatly with this superior oral history.Golenbock interviews a variety of people involved in the sport since its 1949 inception. Featured are Tim

Flock, in one of his last interviews before his passing; the widows of Curtis Turner and Dewayne "Tiny" Lund; Buddy Baker; Harry Hyde's nephew Tommy Johnson; Ralph Moody; Maurice Petty; and on. The insights provided are often immortal. There is Maurice Petty's take on his brother Richard's career; he gives interesting insight into the factory wars of the 1960s, particularly Ford's involvement. "Ford (was) able to win the.... championship in 1968 because they threw a lot of Fords out there, a lot of drivers. They just kept throwing them out there...." Thirty years later, Ford's "buy-the-starting-field" tactic is still paying off. The most heartbreaking section is Wanda Lund Early's story of her relationship with "Tiny" Lund, the 1963 Daytona 500 winner, who was killed in a horrendous pileup in the 1975 Talladega 500. In a cruel irony, Lund had not even qualified for that race, but when Grant Adcox's chief mechanic Gene Lovell died of a heart attack the day before the race, Adcox withdrew, and Lund - the first alternate - got his spot. Wanda's relationship with Tiny got off to a decidedly bizarre start. "He turned me over on his knee" and spanked her "like a two year old. Then we were an item after that." She relates how Tiny had not particularly wanted to race at Talladega that day, but had given his word to owner A.J. King. Wanda's retelling of the gnawing trepidation that kept her from even listening to MRN Radio's call of the race that day leaves the reader sweating. But the most fascinating chapters are those of Lou Larosa. An engine builder with some of the best teams the sport has ever seen, Larosa gives a tremendously interesting insight into the evolution of the sport from the early 1970s to today. He relates the rise of drivers Darrell Waltrip and Dale Earnhardt, and is quite harsh on some of the sport's biggest names. Some of Larosa's insights are genuinely surprising: one would never have thought that the Rod Osterlund team with which Earnhardt and Larosa won the 1980 Winston Cup title would have almost closed down even before the 1980 season began. Yet it was winnings from race purses that carried the team until sponsorship from businessmen Warner Hodgedon and Mike Curb came along in May of that year. Larosa also gives a sharp insight into modern factory politics. When he and Earnhardt joined Richard Childress Racing in 1984, a top Chevrolet official told Larosa that they were, in essence, forbidden from winning the championship: "That's Junior Johnson's territory." Despite that, RCR Enterprises won 25 races and two championships spanning 1984 through 1988. But the politics continued. The 1988 season was a very frustrating one for RCR. For one thing, Pontiac, working with the Brodix company, had developed a new cylinder head that provided 25 extra horsepower, yet Chevrolet forbade its teams from using Pontiac/Brodix heads until late in the '88 season. "The bottom line was that they weren't going to let me use something that wasn't made by Chevrolet. "Instead of Chevrolet saying, 'We're getting beat, we need to go to work,' they were still saying, "Our parts are the best.'...Chevrolet was fat, dumb, and lazy, had no competition per se, until this other stuff came along." It is telling that, several years later, GM merged the racing programs of its divisions together under Chevrolet leadership and in effect destroyed non-Chevy GM programs. It helps explain the growing lack of wins by GM teams in Winston Cup today. Larosa saves his greatest fire for crew chief Larry McReynolds. McReynolds had criticized Larosa and his engines in American Zoom, and Larosa gets even with a vengeance, detailing incidents of such jaw-dropping incompetence on the part of McReynolds that it is a wonder that the man has any kind of racing job. Larosa is no less harsh on people he had to deal with in what turned out to be his last engine building job, with Darrell Waltrip's now-defunct team. His most stinging criticism is aimed at Waltrip himself. "Darrell and crew chiefs and Darrell and engine builders don't get along too well. Because it's never Darrell's fault. It's never him. It's ALWAYS someone else....Darrell hated (crew chiefs and engine builders)...because Darrell has always been a follower, not a leader, not an innovative person. (Even as a driver in the 1970s and '80s) he was a follower, and you can't win races following what other people do." The collapse of Waltrip's team came after he signed a sponsor that had already been bankrupt for many months. "But Darrell was susceptible to that sort of person, the people who blew smoke....it's because deep down he doesn't have faith. He says he does, but he has never had faith in his own people. Instead, he's always belittled them." Larosa delivers an indictment of modern racing: "Racing has turned into a commercial. It doesn't matter whether he wins anymore. All that matters is that he's a good spokesman for the sponsor. And Dale Earnhardt can deny it - they all can deny it - but the T-shirt sales and the souvenirs are more important than the race team. They'll say, 'We want to win.' Bull....Where is the priority when you make \$4 million racing and \$40 million selling souvenirs?" True blooded racing people are "getting pushed to the side to make room for the b.s. people with computers....they can take their computers....because that ain't racing like it used to be." At Texas Motor Speedway in April of 1998, track president Eddie Gossage promised to sell T-shirts marked, "Shut Up And Race." Gossage got hammered for it. Reading this excellent book, one is hard pressed to disagree with him. 0 von 0 Kunden fanden die folgende Rezension hilfreich. Very informative as well as entertaining. Von Ein Kunde This book is a "must have" for the serious NASCAR fan. It chronicles most of the great drivers, car owners and crew chiefs from the humble beginnings all the way to it's multi-million dollar days of today. The book documents the lives of such greats as Richard Petty, Curtis Turner, Dale Earnhardt, "Tiny" Lund, and many others. From humor to tragedy, the stories of many great men of NASCAR are compiled to give the reader a broad range of insights into the lives of these legends of the sport. I highly recommend this book to anyone who enjoys stock car racing. Whether they are new to the sport, or a fan of the legends, this book has something for everyone. 0 von 0 Kunden fanden die folgende Rezension hilfreich. one of the best reads out there! Von drienne@webtv.net Having a little bit of knowledge of Winston Cup racing, I feel this is the most entertaining and informative, true to life books for the true race fan. Having known Peter Golenbock for a number

of years he has gone the long mile for research and accuracy before this book ever went to print. Thanks for some great reading and thank you Lou LaRosa for the tears and the laughs.

KurzbeschreibungStock car racing is not only the most popular sport in the country, but it's also among the most dangerous, as well. Traveling at speeds of over 200 miles per hour, drivers risk their lives every time they take the wheel. To be competitive, drivers must feel invincible. The best of them did, and lived life -- on the racetrack -- to the fullest. Their zest for life and for racing is celebrated in this powerful book. In *The Last Lap*, updated edition, best-selling author Peter Golenbock talks to racers past and present, crewmembers, and families of the legendary drivers who have passed on give us behind-the-scenes stories of NASCAR's unique heroes. Among those sharing their stories are racing legends David Pearson, Buddy Baker, Tim Flock, Marvin Panch, the families of the late Curtis Turner, the Myers brothers, Tiny Lund, Bobby Isaac, Alan Kulwicki, and Davey and Clifford Allison. In *The Last Lap*, the author of *American Zoom* chronicles the lives of NASCAR legends who pushed their racing cars--and sometimes their personal lives--to the limit. With danger lurking at each turn, the drivers form a colorful cast in an ever-traveling sideshow that has become the biggest spectator sport in the world. Golenbock interviews past and present racers, crew members, and families in this celebratory paean to the fast lane in American sports. KurzbeschreibungStock car racing is not only the most popular sport in the country, but it's also among the most dangerous, as well. Traveling at speeds of over 200 miles per hour, drivers risk their lives every time they take the wheel. To be competitive, drivers must feel invincible. The best of them did, and lived life -- on the racetrack -- to the fullest. Their zest for life and for racing is celebrated in this powerful book. In *The Last Lap*, updated edition, best-selling author Peter Golenbock talks to racers past and present, crewmembers, and families of the legendary drivers who have passed on give us behind-the-scenes stories of NASCAR's unique heroes. Among those sharing their stories are racing legends David Pearson, Buddy Baker, Tim Flock, Marvin Panch, the families of the late Curtis Turner, the Myers brothers, Tiny Lund, Bobby Isaac, Alan Kulwicki, and Davey and Clifford Allison.