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NASCAR is one of the thickest growing sports in the U.S. It's suitable for a sport that relies on speed. Here are the fastest race tracks in the NASCAR Sprint Cup schedule. Although Talladega has an all-time official NASCAR track record, this list is sorted at the fastest qualifying rate since 2000. By limiting this list to speeds since 2000, it throws out three of the fastest qualifying records in NASCAR history. Bill Elliott's 212,809 MPH lap at Talladega's 1987Bill Elliott's 210,364 MPH lap at Daytona in 1987 Geoffrey Bodin's 197,478 MPH lap in Atlanta in 1997 NASCAR sometimes changes the rules to keep speed down in the name of safety. This is a list of the fastest modern NASCAR Sprint Cup races. Mike Ehrmann/Getty Images Fresh repave Michigan International Speedway in 2012 set the stage for Marcos Ambrose to break the old track record of nearly nine MPH. His lap of 203.241 MPH in June 2012 put the Michigan International Raceway firmly at the top of that list. The top 38 drivers in this race all posted speeds higher than the previous number one Texas Motor Speedway lap record of 196.235. Michigan's new smooth surface makes it the king of speed. Jared C. Tilton/Getty Images Daytona International Speedway is another track where teams are required to use a restrictive plate. The official track record is again held by Bill Elliott, who posted a 210,364 MPH lap to sit on the pole in the 1987 Daytona 500. Since 2000 the fastest qualifying lap belongs to Danica Patrick, who drove the new Gen 6 car Daytona 500 pole at 196.434 MPH. Robert Laberge/Getty Images Texas Motor Speedway was repaved during the 2006 season providing a completely different racing surface for drivers when they returned during the Chase for the Cup. Brian Vickers took advantage of a smooth surface and posted a 196,235 MPH lap to take pole. It vaulted Texas to the top spot as the fastest race track on the modern Sprint Cup chart. Atlanta Motor Speedway. Kevin C. Cox/Getty Images Prior to 2006, Atlanta Motor Speedway held the title of NASCAR's fastest speedway since it was reconfigured during the 1997 season. However, he must now settle for third on the list with the fastest qualifying round posted here since 2000 owned by Ryan Newman at 194.690 MPH. Newman has held this track record since 2005. In 2012, Atlanta dropped another spot to third place on the overall list when Carl Edwards took pole for the 2012 Daytona 500. Sarah Crabill/Getty Images In 2005, Elliott Sadler set a track record for Charlotte Motor Speedway. Sadler clocked off a 193,216 MPH lap in the Charlotte Motor Speedway vault to fourth place on that list. Speeds jumped by almost five MILES compared to the previous year as a result of the track being smoothed and repeated. Jerry Markland/Getty Images people think of the fast nascar Talladega Superspeedway race tracks usually coming to mind first. Talladega has an all-time NASCAR track record as Bill Elliott sat on pole pole 212,809 MPH in 1987. However, since NASCAR sanctioned the plate limiter used in Talladega and Daytona in 1988, speeds have been reduced. Since 2000, the fastest qualifying round in Tallage has been David Gilliland's 191,712 MPH lap since 2006. Kansas Speedway. Matt Sullivan/Getty Images After the 2012 repave of Casey Kahne's job lead the qualifying field that blisters an old track record and put Kansas on that list. Kane outlined a 191,360 MPH insert of Kansas's roster and kicked Indianapolis Motor Speedway off the list. Jonathan Ferry/Getty Images Las Vegas Motor Speedway saw its track record shattered by nearly ten miles per hour in 2007. Casey Kahne put his Dodge on pole with a 184,855 MPH lap that laid waste on Cane's own previous track record of 174,904 MPH. Kyle Busch then edged that record to 185,995 in 2009. This closed the gap on 9th place Indianapolis but did not change the state of Vegas on this list. In 2011, Matt Kenseth added nearly three miles per hour to the track record with his 188,884 MPH qualifying lap. That caused Vegas to jump to seventh place on the list. Casey Kahne regained his track record in 2012 when he posted a 190,456 MPH lap during qualifying, but Las Vegas remained seventh overall. Robert Laberge/Getty Images Auto Club Speedway, formerly known as California Speedway, is similar to Michigan Speedway, but not much banking in turns. 14 degrees vs. Michigan 18 degrees. This difference in banking explains the difference of six miles per hour in the track record. Kyle Busch is the record holder here. They keep a close eye on machines with overheads, costs, the corners of door-to-door competition that home viewers are not used to seeing if they follow the Formula Drift or the World Rally Championship. In addition, the broadcast network includes in-car cameras according to the usual to achieve some familiar sights. Anything NASCAR can do to keep the focus off the stands and cars is the goal. Some may argue that this tactic should've been deployed with reduced attendance in recent years, but I digress. The result is a new-look airing that, frankly, can find its place even when crowds are allowed to return to the top of the country speedway. Whenever it's going to be. Also, the race looks dramatically different from the inside, too. NASCAR President Steve Phelps explained that staffing had dropped from an average of 2,500 to 900 on Sunday in Darlington. From car crews to media professionals, there just aren't enough people to fill a too hard tame track. After all, that's the point. Racer Kelly Crandall is one of the few reporters on the spot, and her views from press boxing are almost eery. With NASCAR's plan to run 13 races between May 30 and June 21 through three national series, broadcast crews and fans alike will have plenty of time to adjust to this temporary new normal. Going to return racing is risky in itself, but according to industry vets like Dale Earnhardt Jr., it's vital to the survival of the sport. Got a tip? Send us a note: tips@thedrive.com Ebay If you've ever dreamed of getting into an oval track but don't know where to start, we have some good news for you. You can buy a real life racing car that is used to compete in NASCAR and it will cost you less than a fully loaded Honda Accord. Yes, Kurt Busch is an old Ford Taurus racing car on ebay this week, and the buy now price is only \$29,900. If you make an offer, you may even be able to get it for less. According to the seller, this particular number 97 car (Roush chassis number 49) saw action in five races between 2002 and 2005. It was acquired from the team in 2005 and is still in excellent condition. The engine has also been completely rebuilt and it is supposedly ready to race. It all sounds great to us, so the question is, what's stopping you? This content is created and supported by a third party and is imported to this page to help users provide their email addresses. You may be able to find more information about this and similar piano.io this content is imported from YouTube. You can find the same content in a different format, or you may be able to find more information on your website. During qualifying for the Samsung 500 April at Texas Motor Speedway, McDowell slammed his Camry Car of Tomorrow (COT) in the SAFER barrier near turn one. The impact and acrobatics have been the most serious tests so far as the new track walls and COT. And McDowell's gone. The near-fatal crash of a newcomer is a testament to all the achievements in the that have been paid for decades with the lives of the racers who came and crashed in front of him. But it also suggests one thing that anyone who is engaged in driver survival should fear most: complacency. 9. Michael Waltrip *//// Bristol // 1990* and Mike Harmon *//// Bristol // 2002* This content is imported from YouTube. You can find the same content in a different format, or you may be able to find more information on your website. For hardcore NASCAR fans, Bristol Motor Speedway Tennessee is one of the greatest tracks on the track. Set in a high-pot concrete bowl just over half a mile long, Bristol races are notorious for their close quarters of metal bashing, tight finishes, inflamed passions and huge crowds. But the track is so small that there is no room for a tunnel to access the infield - a team of transporters and other vehicles use a hole at the gate near turning two to cross the track. Sometimes these gates are not completely closed. During the launch of the 1990s Budweiser 250 Busch Grand National (which is today the NASCAR National Series), the Pontiac Grand Prix Waltrip pulled up to the outside wall in turn two. Unfortunately for him, the gates there weren't secured properly, and his car crashed into the butt end of the concrete wall at more than 100 mph. And when it happened, the car crashed - every weld that could break seemed to break, all the body panels seemed to have flown out of the car, and the floor of the car seemed to have disintegrated. And despite all this, Waltrip survived almost unharmed. Although it turned out that the Waltrip accident was an accident, it happened again a dozen years later. During practice for August's Busch Grand National in 2002, Harmon slid up the track just as Waltrip was. And when he got there, he found that, again, the gates were not properly protected. He also crashed into a retaining wall and crashed his car. Then, one-upping Waltrip, Harmon's ride was hit by Johnny Souter's car for extra destruction. Somehow Harmon literally walked away from the accident. These two almost identical wrecks are important as a reminder that sometimes NASCAR doesn't learn from its mistakes. Or that he doesn't know how to close the Bristol gates. 8. 37 Drivers *//// Daytona // 1960* This content is imported from YouTube. You can find the same content in a different format, or you may be able to find more information on your website. During an athlete race at Daytona International Speedway in 1960, NASCAR saw its biggest wreck ever - and dodged some of its biggest bullets. Of the field of 68 cars, 37 were involved in the incident, which disfigured a lot of sheet metal but resulted in several injuries. But 1960 it was a bad year for nascar Premier Grand National Division, which is now the Sprint Cup. A total of 13 vehicles were destroyed and Drivers were hospitalized after incidents in the first of two 125-mile qualifying races. Then in the second qualifier Johnny Beauchamp and Lee Petty both launched their cars up and over the retaining wall. Both drivers suffered serious injuries that effectively ended their driver career. There were more sunken cars for over 500 themselves, including one in which Tommy Herbert rolled his Ford Thunderbird so hard that the engine spat itself out of the car and flailed down the track. In short, 1960 was the year when NASCAR learned that safety on a super-speed track like Daytona was a much more challenging issue than on the short runs on which most races were then still run. It was the year NASCAR discovered that it had evolved into a whole new racing league. 7. Richard Petty *//// Darlington // 1970* This content is imported from YouTube. You can find the same content in a different format, or you may be able to find more information on your website. Ask any fan who was on the 1970 Rebel 400 and he will tell you that everyone there was convinced that Petty died. When his Plymouth Road Runner furiously rammed the inner retaining wall and rolled along the front right onto Darlington Raceway in South Carolina, Petty himself was clearly visible in the shredded car, his hands outside the driver's side window flip o. Almost miraculously, Petty came out with all his limbs intact. But NASCAR knew he had come to breath to lose his most popular driver and attraction during that crash. Window networks soon became a must on the top of the NASCAR series to prevent just the kind of horrible spectacle that was on display in Darlington. More reinforcements to the car structure soon came, too, as NASCAR racing cars became that much bigger than their brothers-produced cars. 6. Rusty Wallace *//// Daytona and Talladega // 1993* This content is imported from YouTube. You can find the same content in a different format, or you may be able to find more information on your website. This content is imported from YouTube. You can find the same content in a different format, or you may be able to find more information on your website. At almost 200 mph, a race car is as much a plane as it is a car. If the air gets under the car and lifts it into the air, the aerodynamic forces at work are so great that the four tiny spots where the tires connect to the sidewalk can be easily overloaded. In the 1993 season, Wallace's Ford Thunderbird drove twice on the Daytona and Talladega super-fast roads. While the first flight to Daytona may have been caused by a tag from Derrick Cope or another vehicle, the one in Tallage was certainly driven only by aerodynamic forces. As dramatic as Wallace's fall was, every barrel roll meant the energy of the car's pulse in time dissipates at a relatively gradual pace. As long as the safety cage surrounding Wallace remained intact he probably -- as it eventually turned out -- that he had it survive with only minor injuries. Flipping and flying the car is the one that is able to leave the track as a whole and find its way into the spectator or crew areas causing unimaginable destruction. Keeping cars on the ground when they rotate has been a critical issue for NASCAR. The solution was roof flaps introduced for the 1994 season, which sit along the back edge of the race car lid and open automatically (purely aerodynamic force) when the car spun. When the flaps are opened they disrupt the flow of air through the roof and kill the low pressure forming over them. The elevator dissipates and the car stays on the ground. Flips such as the Wallace pair back in 1993 are rarer now (though not gone altogether) thanks to innovations spurred by its unscheduled flights. 5. Ricky Rudd *//// Atlanta // 1990* This content is imported from YouTube. You can find the same content in a different format, or you may be able to find more information on your website. Pete Road has always offered a recipe for disaster. However, in 1990, during the season finale in Atlanta, no one was prepared for the tragedy of the future. During a routine pit stop under yellow, Mike Rich changed Bill Elliott's right rear tyre to the Ford Thunderbird. Suddenly, without warning, Rudd's Chevrolet Lumina got out of control along the pit lane and crashed into Elliott's car. Once between Lumin and Thunderbird, Rich was killed almost instantly. The most immediate changes to NASCAR's rules after Rich's death were the establishment of a pit-row speed limit and a late crew swinging boards to identify pit stops. Crewmen safety requirements have become stricter ever since, with those working on the racing side of the pit today having to wear fire retardant clothing and protective headgear. 4. Bobby Ellison *////Talladega // 1987* This content is imported from YouTube. You can find the same content in a different format, or you may be able to find more information on your website. During qualifying in the 1987 Winston 500 at Alabama's huge Talladega Superspeedway, Bill Elliott put his Coors Thunderbird on pole at an almost unfathomable speed of 212,809 mph. This is the fastest nascar stock car race ever spun around the track. And that's a speed that probably never got better because of what happened to Ellison in this race. On the 22nd lap, Allison Miller sponsored Buick LeSabre blasted his right rear tire coming out on the front three-oval and began to spin. Not only was Ellison going 200 mph in Buick, he was going 200 mph in Buick traveling back. And when the air hit the rear end of LeSabre, the car took off like a Cessna, climbed over a retaining wall and pirouettes along to catch the fence that separated the track from the fans. When the flying Buick finally came down, it was hit by several other racing cars. Allison wasn't hurt, several fans in the stands suffered minor injuries. It's one thing when a race is worth a lifetime and something completely different for a race car to fly to the stands and threaten the lives of hundreds of spectators. NASCAR has concluded that its Winston Cup stock cars are going too fast around two super-fast roads on the circuit: Daytona and Talladega. To slow them down, the sanctioning body began to require restrictive plates under the carbs. Four small-diameter holes in steel plates narrow the flow of air-fuel mixture into the engine and effectively stifle electricity production. And the plate limiter has been part of the races at Daytona and Talladega ever since. 3. Fireball Roberts *//// Charlotte // 1964* This content is imported from YouTube. You can find the same content in a different format, or you may be able to find more information on your website. With his big ears, huge smile and exciting driving, Glenn Fireball Roberts was one of NASCAR's most popular drivers of the 1950s and 60s. He was voted NASCAR's most popular driver in 1957, won the 1962 Daytona 500 and took several victories in both Daytona in the Firecracker 400 and rebel 500 in Darlington. At 35, he was in his premier driving during the 1964 season, but is already rumored to be looking forward to retirement. Roberts ran in the middle of the pack during the seventh lap of this year's World 600 at Charlotte Motor Speedway in late May - the drivers were just finding their rhythm and settling in the long run. But Ned Jarrett and Junior Johnson collided in turn two and, trying to avoid the pair, Roberts Ford spun, crashed back into the inner retaining wall, flipped over and caught fire. With this flame powered by fuel from Roberts' fuel tank explosion, the fire was one of the most intense anyone in racing has ever seen. By the time Jarrett was able to get him out of hell, burns had already covered 80 percent of Roberts' body. Transported by air to Charlotte Hospital, Roberts will spend the next six weeks there fighting for his life. After improving to such an extent that it seemed that he would survive, he fell ill with pneumonia and fell into a coma. Roberts died July 2, and his body was returned to his native Florida. He is buried in Dayton Memorial Park just after the third stage of the speedway. Roberts' excruciating death led to an explosion of new safety and innovation rules. No longer will drivers be allowed to compete while wearing shirts soaked in fireproof solutions or even less (asthmatic Roberts missed the dive as a mark of respect for his breathing) - legal fire safety measures will now be required. Improved and on-board fire-fighting systems, the standard instead of steel tanks were new rubber fuel cells. Incidentally, Fireball Roberts took his (tragically ironic) nickname for his pitching prowess in the American Baseball Legion. It has nothing to do with racing. 2. Donnie Ellison and Cale Yarborough *// Daytona // 1979* This content is imported from YouTube. You can find the same content in a different format, or you may be able to find more information on your website. NASCAR finally got what it had long sought to come in the late 1970s: flag-to-flag live television network coverage of its prime minister's event, the Daytona 500. The sanctioned authority deal with CBS had the biggest potential ever to expand the fan base to drain racing cars outside the Southeast and across the country. And best of all, much of the northeastern U.S. was snowing on race day. And in that before the VCR, before the DVD, three era channels, they had to watch something on TV. What all those spectators got was the wildest finish in NASCAR history, with Yarborough and Allison banging on each other in the closing laps. Then, during the first and second on the last lap, the pair collided on the back straight and essentially took each other. As their destroyed cars drifted back down on the infield, Richard Petty (who ran a distant third) came around to take the win. But the most delicious element came as Petty drove to victory lane - a fistfight between Allison, Yarborough and Allison's brother, Bobby, erupted back on the apron under turn three. How could you not become a NASCAR fan after all this? 1. Dale Earnhardt *//// Daytona // 2001* This content is imported from YouTube. You can find the same content in a different format, or you may be able to find more information on your website. The most traumatic event in NASCAR history was earnhardt's death on the last lap of the Daytona 500 seven years ago. The sport has just never lost a beloved legend like Earnhardt in a crash on the track before. And he's never seen anything like the incredible outpouring of grief from NASCAR fans. But the greatest legacy of Earnhardt's accident and death is not his ascent to near sanctity among fans or millions of pieces of tribute merchandise sold across America with his name and door number. His death most significantly provoked a radical change in NASCAR's attitude towards driver safety. The Head and Neck Support Device (HANS) suddenly became mandatory, soft steel and foam engine reduction barriers (SAFER) quickly replaced the hard concrete walls that always ringed NASCAR tracks, and the development of Tomorrow's Car accelerated. For most observers, Earnhardt's fatal accident does not look very life-threatening. There seem to be dozens more violent accidents each season. But it was like his black Chevrolet hit the wall - stopping suddenly and sending all this inertial energy into Earnhardt's body - it was so devastating. Sometimes the worst accidents are not the most dramatic. This content is created and supported by a third party and is imported to this page to help users provide their email addresses. You may be able to find more information about this and similar na piano.io piano.io piano.io nascar racing games online unblocked

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The top 38 drivers in this race all posted speeds higher than the previous number one Texas Motor Speedway lap record of 196.235. Michigan's new smooth surface makes it the king of speed. Jared C. Tilton/Getty Images Daytona International Speedway is another track where teams are required to use a restrictive plate. The official track record is again held by Bill Elliott, who posted a 210,364 MPH lap to sit on the pole in the 1987 Daytona 500. Since 2000 the fastest qualifying lap belongs to Danica Patrick, who drove the new Gen 6 car Daytona 500 pole at 196.434 MPH. Robert Laberge/Getty Images Texas Motor Speedway was repaved during the 2006 season providing a completely different racing surface for drivers when they returned during the Chase for the Cup. Brian Vickers took advantage of a smooth surface and posted a 196,235 MPH lap to take pole. It vaulted Texas to the top spot as the fastest race track on the modern Sprint Cup chart. Atlanta Motor Speedway. Kevin C. Cox/Getty Images Prior to 2006, Atlanta Motor Speedway held the title of NASCAR's fastest speedway since it was reconfigured during the 1997 season. However, he must now settle for third on the list with the fastest qualifying round posted here since 2000 owned by Ryan Newman at 194.690 MPH. Newman has held this track record since 2005. In 2012, Atlanta dropped another spot to third place on the overall list when Carl Edwards took pole for the 2012 Daytona 500. Sarah Crabill/Getty Images In 2005, Elliott Sadler set a track record for Charlotte Motor Speedway. Sadler clocked off a 193,216 MPH lap in the Charlotte Motor Speedway vault to fourth place on that list. Speeds jumped by almost five MILES compared to the previous year as a result of the track being smoothed and repeated. Jerry Markland/Getty Images people think of the fast nascar Talladega Superspeedway race tracks usually coming to mind first. 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This closed the gap on 9th place Indianapolis but did not change the state of Vegas on this list. In 2011, Matt Kenseth added nearly three miles per hour to the track record with his 188,884 MPH qualifying lap. That caused Vegas to jump to seventh place on the list. Casey Kahne regained his track record in 2012 when he posted a 190,456 MPH lap during qualifying, but Las Vegas remained seventh overall. Robert Laberge/Getty Images Auto Club Speedway, formerly known as California Speedway, is similar to Michigan Speedway, but not much banking in turns. 14 degrees vs. Michigan 18 degrees. This difference in banking explains the difference of six miles per hour in the track record. Kyle Busch is the record holder here. They keep a close eye on machines with overheads, costs, the corners of door-to-door competition that home viewers are not used to seeing if they follow the Formula Drift or the World Rally Championship. 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Then, one-upping Waltrip, Harmon's ride was hit by Johnny Souter's car for extra destruction. Somehow Harmon literally walked away from the accident. These two almost identical wrecks are important as a reminder that sometimes NASCAR doesn't learn from its mistakes. Or that he doesn't know how to close the Bristol gates. 8. 37 Drivers *//// Daytona // 1960* This content is imported from YouTube. You can find the same content in a different format, or you may be able to find more information on your website. During an athlete race at Daytona International Speedway in 1960, NASCAR saw its biggest wreck ever - and dodged some of its biggest bullets. Of the field of 68 cars, 37 were involved in the incident, which disfigured a lot of sheet metal but resulted in several injuries. But 1960 it was a bad year for nascar Premier Grand National Division, which is now the Sprint Cup. 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As dramatic as Wallace's fall was, every barrel roll meant the energy of the car's pulse in time dissipates at a relatively gradual pace. As long as the safety cage surrounding Wallace remained intact he probably -- as it eventually turned out -- that he had it survive with only minor injuries. Flipping and flying the car is the one that is able to leave the track as a whole and find its way into the spectator or crew areas causing unimaginable destruction. Keeping cars on the ground when they rotate has been a critical issue for NASCAR. The solution was roof flaps introduced for the 1994 season, which sit along the back edge of the race car lid and open automatically (purely aerodynamic force) when the car spun. When the flaps are opened they disrupt the flow of air through the roof and kill the low pressure forming over them. The elevator dissipates and the car stays on the ground. Flips such as the Wallace pair back in 1993 are rarer now (though not gone altogether) thanks to innovations spurred by its unscheduled flights. 5. Ricky Rudd *//// Atlanta // 1990* This content is imported from YouTube. You can find the same content in a different format, or you may be able to find more information on your website. Pete Road has always offered a recipe for disaster. However, in 1990, during the season finale in Atlanta, no one was prepared for the tragedy of the future. During a routine pit stop under yellow, Mike Rich changed Bill Elliott's right rear tyre to the Ford Thunderbird. Suddenly, without warning, Rudd's Chevrolet Lumina got out of control along the pit lane and crashed into Elliott's car. Once between Lumin and Thunderbird, Rich was killed almost instantly. The most immediate changes to NASCAR's rules after Rich's death were the establishment of a pit-row speed limit and a late crew swinging boards to identify pit stops. Crewmen safety requirements have become stricter ever since, with those working on the racing side of the pit today having to wear fire retardant clothing and protective headgear. 4. Bobby Ellison *////Talladega // 1987* This content is imported from YouTube. You can find the same content in a different format, or you may be able to find more information on your website. During qualifying in the 1987 Winston 500 at Alabama's huge Talladega Superspeedway, Bill Elliott put his Coors Thunderbird on pole at an almost unfathomable speed of 212,809 mph. This is the fastest nascar stock car race ever spun around the track. And that's a speed that probably never got better because of what happened to Ellison in this race. On the 22nd lap, Allison Miller sponsored Buick LeSabre blasted his right rear tire coming out on the front three-oval and began to spin. Not only was Ellison going 200 mph in Buick, he was going 200 mph in Buick traveling back. And when the air hit the rear end of LeSabre, the car took off like a Cessna, climbed over a retaining wall and pirouettes along to catch the fence that separated the track from the fans. When the flying Buick finally came down, it was hit by several other racing cars. Allison wasn't hurt, several fans in the stands suffered minor injuries. It's one thing when a race is worth a lifetime and something completely different for a race car to fly to the stands and threaten the lives of hundreds of spectators. NASCAR has concluded that its Winston Cup stock cars are going too fast around two super-fast roads on the circuit: Daytona and Talladega. To slow them down, the sanctioning body began to require restrictive plates under the carbs. Four small-diameter holes in steel plates narrow the flow of air-fuel mixture into the engine and effectively stifle electricity production. And the plate limiter has been part of the races at Daytona and Talladega ever since. 3. Fireball Roberts *//// Charlotte // 1964* This content is imported from YouTube. You can find the same content in a different format, or you may be able to find more information on your website. With his big ears, huge smile and exciting driving, Glenn Fireball Roberts was one of NASCAR's most popular drivers of the 1950s and 60s. He was voted NASCAR's most popular driver in 1957, won the 1962 Daytona 500 and took several victories in both Daytona in the Firecracker 400 and rebel 500 in Darlington. At 35, he was in his premier driving during the 1964 season, but is already rumored to be looking forward to retirement. Roberts ran in the middle of the pack during the seventh lap of this year's World 600 at Charlotte Motor Speedway in late May - the drivers were just finding their rhythm and settling in the long run. But Ned Jarrett and Junior Johnson collided in turn two and, trying to avoid the pair, Roberts Ford spun, crashed back into the inner retaining wall, flipped over and caught fire. With this flame powered by fuel from Roberts' fuel tank explosion, the fire was one of the most intense anyone in racing has ever seen. By the time Jarrett was able to get him out of hell, burns had already covered 80 percent of Roberts' body. Transported by air to Charlotte Hospital, Roberts will spend the next six weeks there fighting for his life. After improving to such an extent that it seemed that he would survive, he fell ill with pneumonia and fell into a coma. Roberts died July 2, and his body was returned to his native Florida. He is buried in Dayton Memorial Park just after the third stage of the speedway. Roberts' excruciating death led to an explosion of new safety and innovation rules. No longer will drivers be allowed to compete while wearing shirts soaked in fireproof solutions or even less (asthmatic Roberts missed the dive as a mark of respect for his breathing) - legal fire safety measures will now be required. Improved and on-board fire-fighting systems, the standard instead of steel tanks were new rubber fuel cells. Incidentally, Fireball Roberts took his (tragically ironic) nickname for his pitching prowess in the American Baseball Legion. It has nothing to do with racing. 2. Donnie Ellison and Cale Yarborough *// Daytona // 1979* This content is imported from YouTube. You can find the same content in a different format, or you may be able to find more information on your website. NASCAR finally got what it had long sought to come in the late 1970s: flag-to-flag live television network coverage of its prime minister's event, the Daytona 500. The sanctioned authority deal with CBS had the biggest potential ever to expand the fan base to drain racing cars outside the Southeast and across the country. And best of all, much of the northeastern U.S. was snowing on race day. And in that before the VCR, before the DVD, three era channels, they had to watch something on TV. What all those spectators got was the wildest finish in NASCAR history, with Yarborough and Allison banging on each other in the closing laps. Then, during the first and second on the last lap, the pair collided on the back straight and essentially took each other. As their destroyed cars drifted back down on the infield, Richard Petty (who ran a distant third) came around to take the win. But the most delicious element came as Petty drove to victory lane - a fistfight between Allison, Yarborough and Allison's brother, Bobby, erupted back on the apron under turn three. How could you not become a NASCAR fan after all this? 1. Dale Earnhardt *//// Daytona // 2001* This content is imported from YouTube. You can find the same content in a different format, or you may be able to find more information on your website. The most traumatic event in NASCAR history was earnhardt's death on the last lap of the Daytona 500 seven years ago. The sport has just never lost a beloved legend like Earnhardt in a crash on the track before. And he's never seen anything like the incredible outpouring of grief from NASCAR fans. But the greatest legacy of Earnhardt's accident and death is not his ascent to near sanctity among fans or millions of pieces of tribute merchandise sold across America with his name and door number. His death most significantly provoked a radical change in NASCAR's attitude towards driver safety. The Head and Neck Support Device (HANS) suddenly became mandatory, soft steel and foam engine reduction barriers (SAFER) quickly replaced the hard concrete walls that always ringed NASCAR tracks, and the development of Tomorrow's Car accelerated. For most observers, Earnhardt's fatal accident does not look very life-threatening. There seem to be dozens more violent accidents each season. But it was like his black Chevrolet hit the wall - stopping suddenly and sending all this inertial energy into Earnhardt's body - it was so devastating. Sometimes the worst accidents are not the most dramatic. This content is created and supported by a third party and is imported to this page to help users provide their email addresses. You may be able to find more information about this and similar na piano.io piano.io piano.io nascar racing games online unblocked

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