

and the world of greyhound enthusiasts, and it proves to be a major thread of the entire book. The two industries fought for supremacy (and the gambler's dollar), but greyhound racing usually came up on the losing end.

One weakness of the book is that the author spends a significant amount of time on the litigation of multiple court cases involving horse- and dog-racing turf battles. This results in a rather dry narrative at times. While those details provide intellectual heft to the work, the author might have focused more attention on the voices of audiences who attended these events. Thayer does devote significant attention to "dog men," individuals who derived their livelihoods from raising, training, and racing greyhounds, which is a valuable element of this study.

The fourth chapter, "Halcyon Days and Florida Nights," is the book's most entertaining as Thayer discusses the success of greyhound racing in Florida in the mid-twentieth century. More than a measure of glamour surrounded the industry as celebrities and beauty queens posed for pictures with champion racers.

The final two chapters trace the sport's decline, brought on by a number of factors, including the emergence of the Animal Rights Movement, high-profile cases of mass greyhound slaughter, a crowded entertainment marketplace, and the general shift in attitudes about pet keeping. As Thayer argues, the greyhound adoption movement played a huge role in changing attitudes about the breed as the animals transitioned in the public's imagination from working athletes to beloved pets.

Going to the Dogs is a valuable addition to the robust field of animal studies, and it would also prove useful to potential courses on American popular culture or twentieth-century U.S. history.

The Ghosts of NASCAR: The Harlan Boys and the First Daytona 500, by John Havick. Iowa City: University of Iowa Press, 2013. xvii, 201 pp. Map, illustrations, sources, notes, index. \$19.95 paperback.

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Iowa has an important place in American motorsports history. For decades, the state fairgrounds at Des Moines featured some of America's most well-attended and prestigious dirt races. Every August, the Marion County Fairgrounds in Knoxville—home to the National Sprint Car Hall of Fame—hosts the biggest sprint car race of the year. Numerous nationally recognized competitors hailed from Iowa as well.

John Havick contributes detailed and well-researched accounts of three such figures—mechanic Dale Swanson and drivers DeWayne “Tiny” Lund and Johnny Beauchamp—as they “put Harlan, Iowa, on the map as an improbable racing capital of the Midwest” (28).

The Harlan Boys began their careers on the dry, dusty, dirt tracks of western Iowa. But it was at the popular Playland Park in Council Bluffs where the trio sharpened their skills in the early 1950s. Havick does an outstanding job chronicling Playland’s formative years. He also effectively recaptures the action—the bumping and banging on the speedway and the arguments and fights off the track. As Havick observes, Beauchamp was victimized by questionable calls by race officials throughout his early career. Even so, “Playland events, though rough and competitive, offered Beauchamp little preparation for the slippery ethical ambiguities he would later face” (31).

Havick then details the trio’s subsequent success with the International Motor Contest Association (IMCA) circuit. Formed in 1915, the IMCA was one of the largest motorsports sanctioning bodies in the United States, and Havick gives the entity the scholarly attention it deserves. Havick includes interesting anecdotes from forgotten fair-ground tracks in places such as Shreveport, Louisiana, and Grand Forks, North Dakota, and his use of hard-to-find IMCA newsletters and yearbooks provides excellent specific information.

Eventually, the Harlan Boys headed to Dixie and competed in the growing NASCAR organization. Although Lund claimed a surprise victory in the 1963 Daytona 500, it is Beauchamp’s controversial runner-up finish in the inaugural race that dominates the remainder of *The Ghosts of NASCAR*. Beauchamp, virtually unknown outside of the Midwest, surprised many at the 1959 Daytona 500. After a photo finish with future NASCAR Hall of Famer Lee Petty, NASCAR head Bill France declared the Iowan the winner but later reversed his call. In brief, France contended that photographic evidence showed Petty as the victor. His decision became final. Yet, to this day, many believe that Beauchamp won the inaugural Daytona 500. Was Johnny Beauchamp the only driver to complete all 200 circuits around the super-speedway? At issue—and this is where Havick makes his most compelling argument—was the question over the number of laps Petty completed. Havick’s evidence and analysis are both persuasive and eye-opening. Many will put down this book wondering whether Lee Petty actually finished two-and-a-half miles behind Beauchamp.

Ghosts of NASCAR is an important contribution to Iowa’s social and cultural history. Havick’s work also provides an interesting exploration into the rarely publicized “dark side” of NASCAR’s early years.