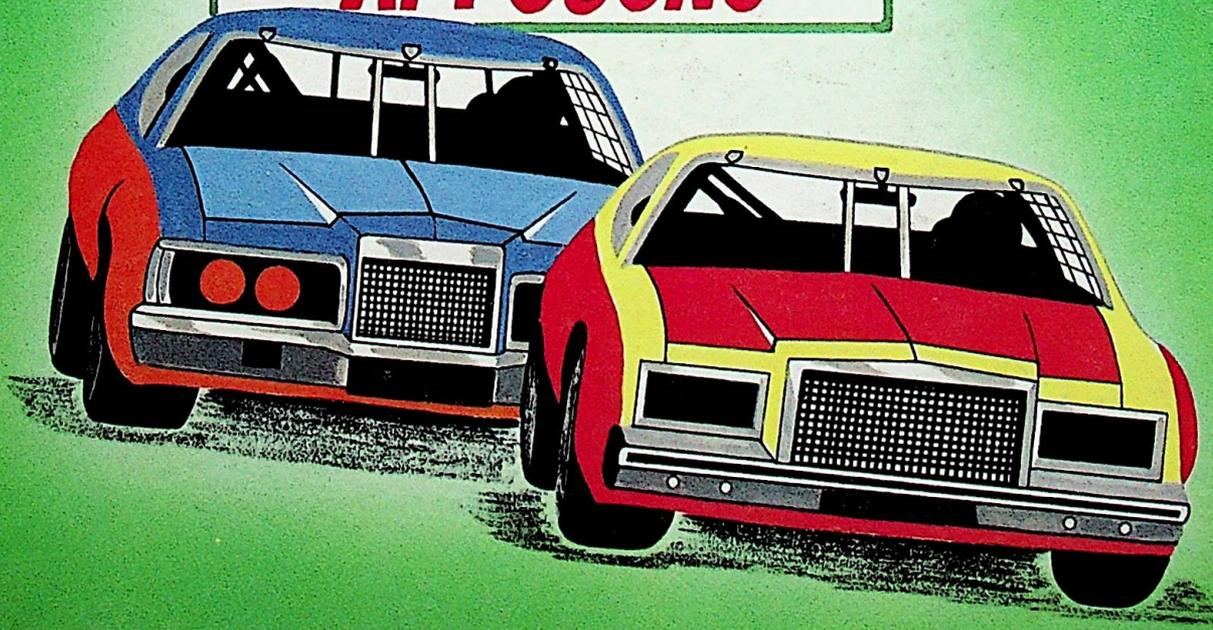
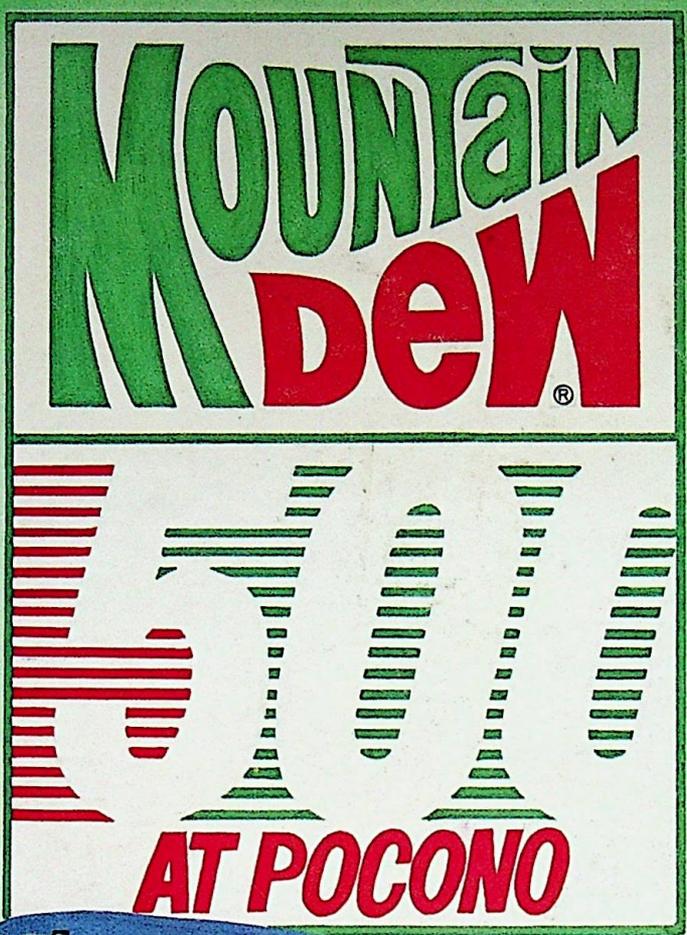


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mazda TIME TRIALS — Saturday, July 25, 1981

SHARING A DREAM

Ricky Rudd and Cliff Champion Pack A Powerfull Punch

By STEVE WAID

No. Cliff Champion is not the name of one of the heroes in a 1940s B-grade Western movie.

No. Cliff Champion did not play fullback for Notre Dame in 1935.

Cliff Champion is a young and promising crew chief who makes his home on NASCAR's Winston Cup Grand National circuit.

When Cliff Champion was a youngster growing up in Chesapeake, Va., he very likely didn't care for old western movies and he probably thought Notre Dame was a fashion boutique.

Cliff Champion liked fast cars, go-karts, dune buggies and motorcycles and things that make them go fast.

He grew up only a block away from a pair of kids who also liked anything that went fast. They're names were Ricky and Al Rudd, Jr. Together the three youngsters shared their dreams of someday being a part of a big-time stock car racing team.

For two of them, Champion and Ricky Rudd, that dream is already beyond their wildest expectations.



Ricky Rudd discusses the set up of his Gatorade Buick with crew chief Cliff Champion.

They are members of one of NASCAR's most competitive organizations, the DiGard Racing Co. of Charlotte, N. C., which fields the familiar Green, White and Orange Gatorade No. 88 cars that Ricky drives on the Winston Cup circuit.

Rudd is obviously the driver and Champion serves as the team's crew chief. Neither looks the part. The baby-faced Rudd looks like a junior in high school. He is 24 years old. Champion is older, 27, but he also looks like a high schooler, maybe one who flunked his senior year, but a high schooler all the same.

"My dad knew Ricky's dad, Al," said Champion, a smile flashing, "and when Al Jr. got a dune buggy, we went to look at it. That was the first time I met the Rudds. I was 15 at the time.

"As it turned out, Al Jr. worked with fiberglass and built all the bodies for the buggies. I worked for a Volkswagon place and I handled most everything else. We would take those things on the beach and race 'em all the time."

Champion has had so many jobs in auto repair, parts supply and related professions that it's a wonder his hands aren't permanently black from layers of oil and grease.

"When I graduated from high school I worked for Ricky's dad in the auto parts place," Champion recalled. "And Al Jr. and I had a business called C & R Motors where we repaired cars.

"Now, I was always into drag racing. One day my cousin Bill (Bill Champion, a former NASCAR driver) called and asked us if we wanted

to go and see a race. That was in 1974. We flew down to Daytona Beach and watched what went on and frankly, we weren't impressed.

"Bill had picked up some extra weekend type help, and they didn't seem to know much. I'd watch them and I'd think, 'Gee, I can do that.' Once I jumped in the car and repaired the steering wheel they were struggling with."

Ricky, meanwhile was making his mark in go-karting (Champion participated in the sport, too), and in 1975, he got a chance to drive for Bill Champion at Rockingham, where he finished 11th.

His career in Winston Cup racing had begun.

"By then I was working with Bill full time and Al Jr. was helping out on the weekends," said Champion.

Champion's odyssey as a mechanic began in 1976 when he went to work for James Hylton. Then he toiled for Richard Childress before helping Ricky's campaign for Rookie-of-the-Year in 1977. The next

year he was employed by Grant Adcox, and spent nearly two years with the Tennessean before joining forces with the Harry Ranier team that was fielding cars for Buddy Baker in 1980. Halfway through last year, he left the Ranier team to join up with the DiGard team.

Whew.

Ricky, meanwhile spent a couple of seasons on his own before spending 1979 with Junie Donlavey's Truxmore/Sunny King Ford-Honda team and ultimately getting the call to join the DiGard/Gatorade team late last year.

That made the circle complete. The two friends were united in the realization of a dream.

"It's the culmination of what we dreamed about and talked about in high school," said Champion. "We always wanted something like this. I knew I had the knowledge and I knew Ricky had the ability to drive one of these cars. Between us, we knew we could handle something like this and I know we will."



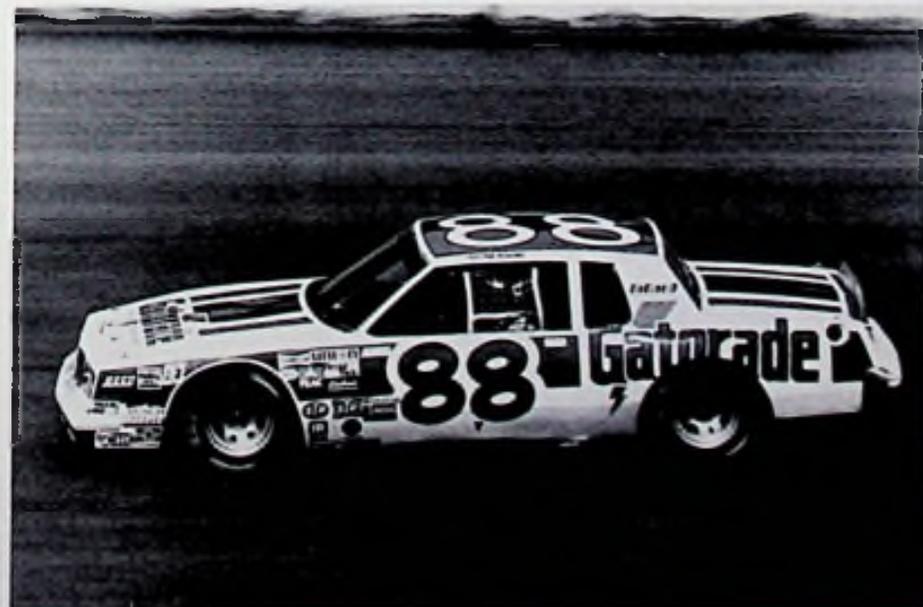
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RICKY RUDD
Now Drives No. 88

Through his many experiences, Champion feels he's learned from some of the best in the business, picking up tidbits of knowledge from each team that has employed him. It has made him ready for the arduous DiGard task.

"I have been asked if I can handle the job," Champion said. "I've been asked do I feel any pressure, especially since I'm the man who took the place of someone like Jake Elder (the renowned crew chief who started the year with the DiGard/Gatorade team).

"No one has put pressure on me here. They want to win and I said I would do the best I could do. Ricky and I can talk. He can tell me things he might have been afraid to tell Jake." □



The No. 88 Gatorade Oldsmobile.

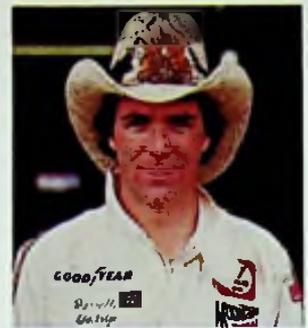
Steve Waid is the Executive Editor of the GRAND NATIONAL SCENE.

The Winston Cup Drivers



Dale Earnhardt

Birthdate: April 29, 1951
Weight: 180
Height: 6'1"
Home: Kannapolis, N.C.
Marital Status: Single
Children: Kelly King, Ralph Dale Jr.
Crew Chief: Doug Richert/Eddie Jones
Sponsor: Wrangler Jeans



Darrell Waltrip

Birthdate: Feb. 5, 1947
Weight: 190
Height: 6'1"
Home: Owensboro, Ky.
Current Residence: Franklin, Tenn.
Marital Status: Wife, Stephanie
Crew Chief: Tim Brewer
Sponsor: Mountain Dew

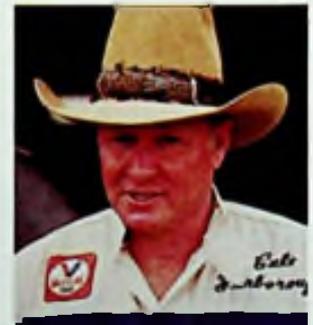
Richard Petty

Birthdate: July 2, 1937
Weight: 175
Height: 6'2"
Home: Randleman, N.C.
Marital Status: Wife, Lynda
Children: Kyle, Sharon, Lisa, Rebecca Lane
Crew Chief: Dale Inman
Sponsor: STP



Bobby Allison

Birthdate: Dec. 3, 1937
Weight: 160
Height: 5'11"
Home: Hueytown, Ala.
Marital Status: Wife, Judy
Children: Davey, Bonnie, Clifford, Carrie
Crew Chief: Waddell Wilson
Sponsor: Hardee's



Cale Yarborough

Birthdate: March 27, 1940
Weight: 175
Height: 5'7"
Home: Timmonsville, S.C.
Marital Status: Wife, Betty Jo
Children: Julie Anne, Kelly, Betty Jo
Crew Chief: David Ifft
Sponsor: Valvoline

Benny Parsons

Birthdate: July 12, 1941
Weight: 195
Height: 6'
Home: Detroit, Mich.
Current Residence: Ellerbe, N.C.
Marital Status: Wife, Connie
Children: Kevin, Keith
Crew Chief: Bud Moore
Sponsor: Melling Tool Co.





Is it Hello or Tug-of-War as Ralph Seagraves, Director of Special Events for R. J. Reynolds, and Maurice Petty meet at a Winston Cup race.

R. J. REYNOLDS EXCITED ABOUT SPORTS INVOLVEMENT

When it comes to sports sponsorships, there are very few corporations that can rival R. J. Reynolds Tobacco Co.

The nation's largest cigarette company is the leader when it comes to the sponsorship of motorsports headed by its involvement with the NASCAR Winston Cup Series.

Winston cigarettes also sponsors the National Hot Rod Association's Winston World Championship Series, the International Hot Rod Association's Winston Challenge Series, and the American Motorcyclist Association's Winston Pro Series. In addition, Winston is the sponsor of the Professional Rodeo Cowboys Association's Winston Rodeo Series.

Last November, Reynolds Tobacco announced that it would sponsor the International Motor Sports Association's GT Division and name the series Camel GT.

When the company entered the world of sports sponsorships in late 1970, it said the reason was to sell more cigarettes by gaining more national exposure for its brands. The company is convinced that it's accomplishing this goal.

"We are convinced that our special events programs have been good for both the sports we sponsor and R. J. Reynolds," says Edward A. Horrigan, Jr., chairman of the board of Reynolds Tobacco.

Because of this belief, Reynolds Tobacco has made the decision "to signifi-

cantly increase our commitment to these sports." Most of the improvements will be in the advertising area as the company plans to increase the visibility of each of the sports.

Reynolds Tobacco has also boosted the 1981 Winston Cup point fund to \$250,000 — an increase of \$40,000 over the '80 total.

In addition to backing the premier auto racing series in the world, the company also sponsors the Winston Racing Series for late model sportsman, modified and Grand American drivers in NASCAR.

The top three finishers in the track point races in each of the divisions will divide \$1,750 with the champion pocketing \$1,000. This program presently encompasses 50 tracks around the country.

Winston has been sponsoring NASCAR events since 1971.

The company began its involvement with rodeo a year later and this year will celebrate its 10th anniversary as sponsor of the Winston Rodeo Series. In 1981, the top cowboys on the circuit will divide \$223,000.

The all-around champion, the cowboy who excels in two or more events, earns a \$10,000 bonus from Winston, while the champions in bull riding, saddle bronc riding, bareback riding, steer wrestling, calf roping, steer roping and team roping receive \$5,000 each.

The other \$168,000 is distributed to the cowboys who earn points on the Winston Rodeo Series with the top money winner in each event receiving \$10,000.

Drag racing is the only sport where Reynolds Tobacco is associated with two sanctioning bodies.

The company, which began its sponsorship of the sport in 1975, gives \$175,000 to both NHRA and IHRA to distribute in any manner they desire.

The NHRA Winston World Championship payoff results in the Top Fuel champion earning \$25,000 as does the Funny Car titleholder. The driver who captures the Pro Stock title receives \$15,000.

The IHRA Winston Challenge Series awards \$20,000 to the Pro Dragster champion and \$20,000 to the Pro Funny champ. The Pro Stock titleholder pockets \$10,000.

The Winston Pro point fund is worth \$125,000 with the rider who earns the

most points in the first half of the motorcycle season receiving a \$10,000 bonus. The year-long champion will take home \$20,000.

To earn the Winston Pro championship, a rider must be able to master four different types of racing that the series is made up of. There is a flat track racing on both half-mile and mile ovals, road racing, short track racing on dirt tracks of one-quarter mile, and tourist trophy events which are normally one-quarter to one-half of a mile in length with the presence of both a right- and left-hand turn and usually a jump which sometimes launches bike and rider 30-40 feet in the air.

The Camel GT point fund is also worth \$125,000 with the GT champion earning \$25,000. The GTO and GTU Division titleholders will collect \$10,000 apiece.

The point funds for each of the sports are just part of the financial commitment that Reynolds Tobacco makes when it sponsors a series like the Winston Cup. The company also puts a special emphasis on promoting the sport.

Part of this promotion is handled by the Corporate Public Relations Department. Bob Moore and Jack Macauley, two former sports writers, attend as many different events as possible during the year to gather stories on both the stars and the little-known participants of the sport.

The stories are sent to every newspaper in the country as well as most of the top magazines.

"We realize the vast majority of the papers in the country do not have the manpower or finances to cover these events as well as they would like," says Moore, special events publicity manager.

"Through our feature stories, we hope to assist the papers and magazines in giving their readers the type of coverage of these five sports that they want."

During 1980, over 700 newspapers and 60 magazines with a combined circulation of 1.3 billion ran stories distributed by the public relations department.

Another part of the promotion program is handled by the marketing department. Ralph Seagraves, director of special events for Reynolds Tobacco, heads this program.

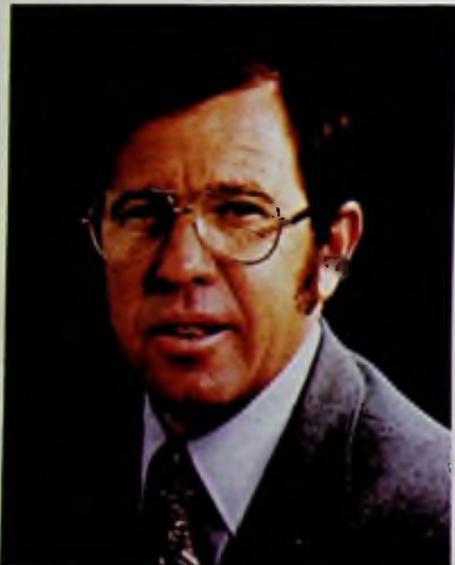
All of the advertising and day-to-day activities that comprise the company's involvement in sport sponsorships are handled by Seagraves and his people.

"Our enthusiasm for special events at Reynolds Tobacco has never been higher," concludes Horrigan. "That's the way we feel our second decade of involvement with the NASCAR Winston Cup Series is going to be a very fruitful one for both the sport and our company. The same is true for each of the other parts of our special events program." □



Ralph Seagraves is close with many of the NASCAR competitors. Here Ralph and Buddy Baker chat while Baker waits to go out for a practice run.

PRESIDENT'S CORNER



BILL FRANCE, JR.

Dear Race Fans:

The 1981 racing season has been a year of change as we introduced our new downsized race cars. The first half of this new season has been exciting and I believe the second half of the new year will be just as exciting.

Each year the competition on our Winston Cup circuit gets better and 1981 has been no different. This year, our season has been marked by outstanding performances by every team that has participated in a Grand National event. And, just as in the past several years, there is a tight race for the Winston Cup championship and the competition promises to get even closer as we approach the end of the racing season.

The chase for the Winston Cup title is exciting, but there is another race on the Winston Cup circuit that is proving to be just as exciting and that's the run for the Champion Spark Plug Rookie-of-the-Year title. In many of our Winston Cup events, we've had Champion Spark Plug Rookie Challengers finish in the top-10 and Morgan Shepherd won the Virginia 500 at Martinsville.

Let us not overlook the invaluable contributions of our friends at Goodyear and Union Oil. The time and money these firms spend on research and development of products used in racing proves invaluable to our sport. Goodyear always seems to produce the right tire compound for our race tracks and Union Oil provides the lubricants and fuel needed to run our events.

Last year was the beginning of a new decade for Winston Cup racing and it also marked the 10th anniversary of involvement for the R. J. Reynolds Tobacco Co. in our Winston Cup Series.

Before the folks at Winston became involved in our sport, it had always been thought that you needed to be an automotive-related firm to get involved in racing. R. J. Reynolds demonstrated our sport was a good promotional vehicle for anyone and has been a tremendous help in publicizing stock car racing and assisting our competitors with their financial contributions through their point fund program. Add the consistent support of such firms as STP, Regal Ride, CRC Chemicals, Peak and Edelbrock, which have all contributed greatly to the success of our racing activities.

And Champion Spark Plug Company . . . not only have they been involved with NASCAR racing for more than 30 years with technical assistance, but in 1980 decided to help NASCAR's first-year drivers with the sponsorship of the Champion Spark Plug Rookie-of-the-Year award. The addition of such popular and rewarding programs as the Busch Pole Award and the Sears/Craftsman National Pit Crew Championship are all indications that our sport is healthy and will continue to flourish in the years to come.

At NASCAR, we are continuing to work for this success and expect this year to be a continuation of the growth pattern that has become traditional with our sport. But it takes more than just NASCAR. It takes the support of the drivers, crews, sponsors, car owners and from you, our valued fans, to make it all possible.

We thank you for helping to make our sport as exciting and competitive as it is today.

Bill France, Jr.
President

Z SYSTEM

by Holley



Designed for new levels of efficient performance

If you're looking for more performance, higher prices at the pump mandate that you get the most for your money. Not only optimum performance but fuel efficiency and driveability as well. That's why Holley created the Z System... a closely matched carburetor/manifold combination designed for crisp throttle response and increased fuel economy*.

Developed in conjunction with Zora Arkus Duntov, famed designer of the Chevrolet Corvette and Z-28 engine, the Z System is ideal for many cars, trucks and RV's that are short on horsepower and long on fuel consumption. A unique "resonating channel" and divider in the plenum of the manifold balance the fuel/air distribution across all eight cylinders, resulting in new levels of efficient performance.

Other Holley performance products designed with efficiency in mind include low restriction air cleaners for better breathing, electric and mechanical fuel pumps for positive fuel delivery, cast aluminum valve covers and a new fuel saving, two barrel replacement for Datsun cars and trucks.

And we're still as strong at the track as ever. Pro Stock stars Bob Glidden, Lee Shepherd

and Frank Iacono have shown what Holley's 2x4 System can do at the strip. Buddy Baker used the single 4 bbl. System in winning the 1980 Daytona and Talladega 500's. Holley's success at the track helps produce better products for you for the street.

*Actual fuel economy may vary due to application, engine modifications, engine and driving conditions, and driving habits.

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The Efficiency System

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For additional information on Holley fuel systems, send \$1.50 for the 1981 Holley Performance Parts Catalog, Part No. 73000-11, Holley Replacement Parts Division, 11955 E. Nine Mile Road, Warren, MI 48090. Allow 45 days for delivery.

Holley

Replacement Parts Division

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The Top Driver Is . . .

By TOM HIGGINS

Otherwise sophisticated, the couple has never seen a NASCAR Winston Cup auto race.

Since they planned to correct that oversight, it was only naturally they were curious about the sport when I chanced into a conversation with them.

Finally, there was this question:

"Everything considered, who is the very, very best driver of all?"

The matter is so encompassing I couldn't honestly answer.

"Well, then," said the lady, smiling mischievously at the prospect of putting me on the spot, "let me rephrase what I asked just a bit. If you could be a race driver, then who would you most like to be?"

I begged off for time to think. I promised an answer, so here it is.

I'd be Richard Petty for common sense, patience and the ability to get up for the big one. Petty, the NASCAR Winston Cup series all-time victory leader, often solves problems with simplistic reasoning that sliderulers sometimes need days to figure out; he signs autographs for hours amidst beseeching fans; and he's won seven Daytona 500s, five more than anyone else.



I'd be David Pearson for consistency, driving style and "cool". Pearson, second to Petty in triumphs, has a knack for turning lap after lap within hundredths of a second of each other. As for coolness in action, a crewman once radioed Pearson there was a bad wreck in the fourth turn. Pearson's voice came back, calmly and said, "Yeah, I know. I'm in it."

I'd be Dave Marcis for the willingness and capacity to work tirelessly. Several years ago, after spending 20-hour days getting his car ready to race, Marcis was enroute to Daytona Beach, Fla. when his tow truck failed . . . He rebuilt the engine in the parking lot of a rest area and rolled on. Since then he's rallied from an \$80,000 fire that destroyed most of his

uninsured equipment to become the sport's top "independent" (driver without the high-buck sponsor backing).

I'd be Darrell Waltrip for intensity and wit, the latter often directed at himself. In a car, his mind is computer-like in programming strategy for victory. Yet, there's always the impulse to say or do amusing things. For example, after being nicknamed "Jaws" by Cale Yarborough for his outspoken nature, Waltrip tried to get his crew to paint a set of teeth on the front of his race car.

I'd be Yarborough for a sense of values. Without fail, his first words upon climbing from his car after winning are thanks to God. He had a ride with one of the sport's top teams, the Junior Johnson crew, with which he became the first driver to win three straight Winston Cup championships and had every prospect of winning more.

But Yarborough gave it up to spend more time with his family while running a limited schedule with another team.

I'd be Bobby Allison for the ability to communicate to the crew what should be done to make a car as perfect as possible. Perhaps no driver ever possessed a keener mechanical mind.

I'd be Buddy Baker for the ability to get psyched and to deliver descriptive one-liners. A typical scene is Baker striding through a garage area in silent solitude, gathering the emotional forces to send him flat-footing to the front. But he's not quiet otherwise, delivering zingers like the one about Dale Earnhardt, who was pestering him: "Dale would give an aspirin a headache."

I'd be Earnhardt for sheer courage. During his 1979 rookie season, Earnhardt was noted for running the ragged edge. "He won't do



Bobby Allison and Miss Talladega 500, Charlotte Broome.



Darrell Waltrip takes a minute with Katie Slay, the 1981 Volusia County, Florida Easter Seal Child.

that once he gets hurt," some veterans nodded sagely. Earnhardt suffered severe shoulder injuries in a crash at Pocono, Pa. that year and came back to win the Rookie-of-the-Year title. And in 1980 he went on to become the first driver to win the Winston Cup championship in only his second year on the circuit. He had been hurt, but he won both running the ragged edge.

I'd be Benny Parsons for compassion and a courtly manner befitting what are supposed to be more "gentle" sports. Parsons' annual Christmas party for hundreds of underprivileged children in Richmond County, North Carolina is an inspiring endeavor — and he puts more into it than just his name. He still plays a major role in the event.

I'd be Morgan Shepherd for confidence. Prior to this,

his rookie season, he predicted he'd win a race, a remark that made rivals scoff. He won, and it was only in his seventh start.

I'd be Harry Gant for charisma. His personality is so winning it won him a choice car and sponsorship by Mr. Charisma himself, Burt Reynolds.

I'd be longtime independents like Buddy Arrington, Richard Childress J. D. McDuffie, Dick May and Jimmy Means for maintaining the hope for a first victory in spite of great odds.

I'd be Neil Bonnett, Ricky Rudd, Terry Labonte, Kyle Petty, Tim Richmond and Bill Elliott for the great promise the future holds.

That's who I would be, ma'am. □

Tom Higgins is the motor-sports editor for the Charlotte (N. C.) Observer.

PROBABLE ENTRIES

Mountain Dew 500

Car No.	Driver, Hometown	Team	Finish Position
01	Earle Canavan, Ft. Johnson, N. Y.	Canavan Racing Dodge	_____
03	Lowell Cowell, Morgantown, W. Va.	United Maintenance & Mfg. Oldsmobile	_____
1	Buddy Baker, Charlotte, N. C.	UNO Oldsmobile	_____
2	Dale Earnhardt, Doolie, N. C.	Wrangler Pontiac	_____
3	Richard Childress, Winston-Salem, N. C.	Childress Racing Pontiac	_____
4	Connie Saylor, Johnson City, Tenn.	Mico Tire Co. Oldsmobile	_____
5	Morgan Shepherd, Conover, N. C.	Performance Connection Pontiac	_____
7	Bruce Hill, Union City, Ga.	Bearfinder Buick	_____
8	Dick May, Charlotte, N. C.	Dick Brooks Honda Dodge	_____
9	Bill Elliott, Dawsonville, Ga.	Mell-Gear Ford	_____
11	Darrell Waltrip, Franklin, Tenn.	Mountain Dew Buick	_____
12	Donnie Allison, Hueytown, Ala.	Five Racers Corp. Oldsmobile	_____
15	Benny Parsons, Ellerbe, N. C.	Melling Tool Ford	_____
17	Roger Hamby, Ferguson, N. C.	Kings Inn-Daytona Buick	_____
19	Ronnie Sanders, Fayetteville, Ga.	Home Trend Realty Buick	_____
20	Rick Newsom, Lake Wylie, S. C.	City Chevrolet Chevrolet	_____
22	Stan Barrett, Denver, N. C.	Skoal Pontiac	_____
23	Geoff Bodine, Pleasant Garden, N. C.	Bahre Racing Pontiac	_____
24	Cecil Gordon, South Hill, Va.	Gordon Racing Buick	_____
25	Ronnie Thomas, Christiansburg, Va.	Thomas Racing Pontiac	_____
26	Butch Lindley, Greenville, S. C.	J. W. Hunt Produce Chevrolet	_____
28	Bobby Allison, Hueytown, Ala.	Tuf-Lon Pontiac	_____
31	Billie Harvey, Delray Beach, Fla.	DelRay Marina Pontiac	_____
35	Mike Potter, Johnson City, Tenn.	Frank Meadows Buick	_____
36	H. B. Bailey, Houston, Tex.	McNamara Pontiac Pontiac	_____
37	Don Sprouse, Greenville, S. C.	Rogers Auto Leasing Oldsmobile	_____
39	Blackie Wangerin, Bloomington, Minn.	Wangerin/Clements Auto Ford	_____
42	Kyle Petty, Randleman, N. C.	STP Buick	_____
43	Richard Petty, Randleman, N. C.	STP Buick	_____
44	Terry Labonte, Corpus Christi, Tex.	Apache Stove/Stratagraph Buick	_____
45	Baxter Price, Monroe, N. C.	McWhirter Grading Co. Buick	_____
46	Travis Tiller, Coeburn, Va.	Ring Enterprises Chevrolet	_____
47	Harry Gant, Taylorsville, N. C.	Race Hill Farm Buick	_____
48	James Hylton, Inman, S. C.	Palatine Auto Parts Pontiac	_____
49	Harry Dinwiddie, Knoxville, Tenn.	Pabst Blue Ribbon Pontiac	_____
52	Jimmy Means, Huntsville, Ala.	Broadway Motors Pontiac	_____
53	Slick Johnson, Florence, S. C.	Johnson Racing Chevrolet	_____
57	Bill Elswick, N. Miami Beach, Fla.	Performance Boat Oldsmobile	_____
60	Sal Tovella, Addison, Ill.	Products for Power Oldsmobile	_____
62	Rick Wilson, Bartow, Fla.	Fia. Equipment & Service Oldsmobile	_____
63	Jocko Magglicomo, Poughkeepsie, N. Y.	Shaw Motors Oldsmobile	_____
64	Tommy Gale, N. Huntington, Pa.	Sunny King Ford Ford	_____
66	Lake Speed, Jackson, Miss.	Speed Racing Oldsmobile	_____
67	Buddy Arrington, Martinsville, Va.	Hills Racing Doge	_____
68	Lennie Pond, Chester, Va.	Kings Mtn. Truck Plaza Buick	_____
70	J. D. McDuffie, Sanford, N. C.	Bailey Excavating Buick	_____
71	Dave Marcis, Skyland, N. C.	Buck Stove/Hudson Chevrolet Oldsmobile	_____
74	Henry Jones, Kansas City, Mo.	Pro Sports Racing Pontiac	_____
75	Joe Millikan, Randleman, N. C.	Rahmoc Enterprises Buick	_____
77	John Anderson, Mooresville, N. C.	Warren Fabricating Oldsmobile	_____
79	Junior Miller, Winston-Salem, N. C.	Miller Roofing Oldsmobile	_____
80	John Callis, Orlando, Fla.	Callis Racing Pontiac	_____
83	Glenn Jarrett, Conover, N. C.	Byrd Racing Chevrolet	_____
86	Elliott Forbes-Robinson, LaCrescenta, Cal.	Howard & Egerton Racing Buick	_____
88	Ricky Rudd, Chesapeake, Va.	Gatorade/DIGard Oldsmobile	_____
90	Jody Ridley, Chatsworth, Ga.	Truxmore/Sunny King Ford	_____
93	Don Whittington, Ft. Lauderdale, Fla.	Smith Racing Oldsmobile	_____
94	Bobby Wawak, Midland, N. C.	Louise Smith Special Buick	_____
99	Tim Richmond, Harrisburg, N. C.	UNO Buick	_____

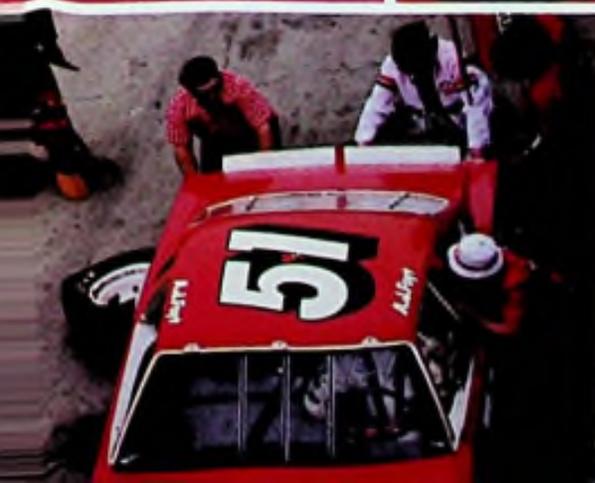
"Fact is, Ingersoll-Rand tools keep on helping winners win."

—A. J. Foyt, Jr.

Whether you're driving on the track or the street, give yourself the competitive edge with Ingersoll-Rand power, Proto® and Challenger™ hand tools. They're made in the

U.S.A. Relied upon and respected by racing and professional mechanics worldwide. And available at most quality automotive jobber stores.

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PROFESSIONAL TOOLS



JUDY ALLISON

Judy Allison is the woman behind NASCAR Winston Cup superstar Bobby Allison, but in order to stay just ahead of Judy, Bobby keeps on the go at a speed that is fast approaching the one he reaches when racing down the backstretch at places like Talladega, Ala.

By TUCKER T. JAMES

There just might be a woman behind every successful man but those who know Judy Allison best are the first to tell you Judy's husband, stock car superstar Bobby Allison, has to cover a lot of ground on a daily basis to keep ahead of Judy.

Like her record-setting husband, Judy Allison runs the family household at Talladega speed.

"Judy is one of those people who never slows down," says NASCAR Director of Public Relations Alexis Leras.

"If you think of all the descriptive adjectives you can think of that fits someone full of energy — words like bubbly, bouncy, vivacious — then you've got Judy Allison."

Judy, a petite, perky brunette, is equally at home behind a sewing machine or behind the pit wall keeping lap charts for her husband during one of the 100-or-so stock car races he runs each year. If Bobby Allison is one of the "Iron Men" of stock car racing for the hectic racing schedule he maintains, then Judy Allison would have to be considered stock car racing's "Iron Lady."

She cooks, she sews, she washes clothes; she shops, she irons, the garbage goes; she waters plants, makes up the bed and sees to it all mouths are fed; there's not a thing she hasn't done while smiling, saying, "Ain't this fun!"

If you consider an eight-to-five housewife's routine as "normal," then Judy Allison's everyday pace is anything but "normal."

Cleaning house, cooking, and car-pooling are just a few of the things Judy squeezes into her schedule.

"If normal is eight to five and a woman is supposed to be at home just to clean house, cook supper, watch soap operas and things like that, then I don't think I could lead a normal life," she says, quite matter-of-factly.

"Our (the Allisons) life offers much more than



Judy Allison often joins Bobby when he visits the Winston Cup Victory Lanes around the circuit.

that. I just couldn't live a normal life like that. It would be too boring."

Judy, whose genuine concern for others is evidenced by the fact she devotes many hours to charities, isn't knocking anyone or anything when

she makes a statement like that. She's simply telling it like it is. The wife of Bobby Allison does not disguise her feelings with a lot of frilly words.

"To be the wife of a successful race driver," she says, "you definitely have to be flexible. You have

to have a schedule — and not have a schedule. The schedule has to be flexible enough so you don't get upset when the schedule changes at the last minute."

Judy laughs and adds, "I guess that sounds confusing but what it means is you have to be prepared for whatever comes along. You have to be ready to drop what you're doing right this minute and do something else that needs to be done right away and then come back to whatever you were doing in the first place later on."

"For example, I might think I've got a schedule worked out for a particular week and then Bobby comes in and says, 'Hey, I'm leaving in five minutes.' Worse yet, there are times when I think everything is planned out just right and Bobby rushes in and says, 'Hey, WE'RE leaving in five minutes.'"

The Allison family has raised four children during their 21-year marriage. Davey, 19, is the oldest. Bonnie is 18. Clifford is 16 and Carrie is 13.

Like any other mother, Judy is extremely proud of the Allison gang.

"Bonnie has run herd on the family since she was about seven," says Judy. "We sort of left her in charge of the others. All of the kids have pitched in."

Bobby and Judy first met in Hollywood, Fla. The romantic version of their "first" meeting has Judy sitting in the grandstand at a short track watching Bobby race. Bobby's car encounters problems and bursts into flame. To hear Bobby tell it, he could hear Judy screaming before he climbed out of the car.

"We went into the pits after that race," says Judy with a grin. "and Bobby's best friend was imitating me — jumping up and down and hollering. But I

thing and I found out he was a totally different person than I had imagined. We were engaged for a year and got married."

While Bobby struggled to make it in a sport that demands total dedication, Judy provided the kind of support he needed. She chased parts and learned the racing business.

All the while, Bobby Allison raced and worked on race cars — modifieds, sportsman, whatever they called the "Saturday Night Specials" that captured the imagination of America. The only difference was, Bobby Allison had made up his mind he would make it to the big-time — NASCAR's Grand National Division — and Judy aimed her energies in the same direction.

"I worked in the shop doing whatever I could to help. I certainly wasn't a mechanic," says Judy with a chuckle. "Most of my time was spent raising a family."

Judy remembers well the reason she and Bobby named their sons, Dave and Clifford.

"There were two guys who raced a car and they had a stall next to ours. Their names were Dave and Cliff Julian. They made such an impression on me. They were so nice and never argued. Bobby and Donnie (Bobby's younger brother) always argued and yelled at each other."

"Well, Dave and Cliff made such an impression on me. I made a comment I'd like to name the boys after them. We did and the strangest coincidence happened. David's full name is the same as David Julian's and Clifford's full name is different than Clifton Julian. We thought we were naming him exactly like Cliff but found out after Cliff got married that his first name was Clifton and not Clifford."

Judy continued to serve as Bobby's No. 1

"If you think of all the descriptive adjectives you can think of that fits someone with energy — words like bubbly, bouncy, vivacious — then you've got Judy Allison."

— Alexis Leras

had met Bobby before that. I had met him at my brother-in-law's shop. Bobby tells people when he met me there, I was sweeping floors."

Judy's eyes reveal the fondness she has for such memories.

"Actually, my sister was sort of pushing me towards Bobby. There was a local barbecue place where everybody sort of went after the races. And, we went there. Bobby came in with a date but I managed to sit where he had to watch me."

She giggles at the thought of such girlish tactics.

"Bobby came over to the shop a few days later. It was supposed to be to get something from my brother-in-law. He didn't fool me, though. Bobby was dressed up. And, he said something like, 'Who's Cinderella over there?'"

Judy's girlish grin turns to a wide-eyed look of amazement.

"He asked me if I wanted to ride over to his shop. Of course, I went and when we got over there, nobody was there."

Her eyes light up as she tells the story.

"Ah-hah — I thought, I better watch out. We went to ride and all Bobby talked about was girls. I couldn't stand him after that first date. I thought he was terrible since all he talked about was other girls. I guess he was trying to make me believe he was something he wasn't — that it would make him look bigger in my eyes — but it didn't work."

"I told my sister, 'Boy, you can have him! I don't want anything to do with him!'"

A few weeks later, however, Judy Allison changed her mind.

"Bobby drove me home from Palm Beach and we sat in the truck in front of the house talking until six o'clock in the morning. We talked about every-

thing 'flunky' around the racing shop when time permitted. His story of success on America's most popular racing circuit, of course, is history. Bobby now ranks fourth on NASCAR's list of all-time Grand National winners."

The Allison family left Florida and settled in Hueytown, Ala., in the early 1960's and the Allison name has become a household word since Bobby is now recognized everywhere as the leader of Alabama's famed "Racing Gang," which also includes brother Donnie, as well as Bobby's protégé, Neil Bonnett.

While Bobby has made himself one of stock car racing's universal superstars, Judy has continued to run at the same record-setting pace as a mother, homemaker, civic worker and confidante.

She has recently completed overseeing a total remodeling of their Hueytown home. She has also recently completed a course in gourmet cooking. She loves to cook.

"I have so many cookbooks, I have a special cabinet for them," she says. "Some of my dishes have been successful. Some have not. There have been some hurrahs and there have been some yuks."

"Bobby likes for me to cook things mostly that aren't good for you — things like pies, cakes, cookies. There aren't that many things I can think of Bobby doesn't like to eat. He's basically a beef person. He doesn't like chicken and he doesn't like barbecued ribs or green peppers and cucumbers."

Judy sincerely enjoys the whirlwind schedule demanded of the wife of one of stock car racing's biggest stars but she quickly adds, "We get to do things together."

The Allison family has vacationed in Hawaii and skied in Aspen. Nonetheless, Judy Allison can't



It's a kiss for Bobby after another Winston Cup victory.

wait to get back to the schedule of everyday normality.

And, anyone who knows her will tell you even Bobby has to run at Talladega speed to keep up. □

Tucker T. James is a free lance writer from Saks, Alabama, who has written many human interest articles on the subject of NASCAR Winston Cup Grand National stock car racing.

POCONO INTERNATIONAL RACEWAY

Driver Ranking

From 1974 Season Through 1980 Coca-Cola 500
Per NASCAR Payout

Pos.	Driver	No. of Races	Best Fin.	Pct. Win	Avg. Fin.	Top 5	Top 10	Avg. Money Won	Total Money Won
1.	RICHARD PETTY	7	1-(2)	28.57	10.14	5	5	\$11,037.14	\$77,260
2.	CALE YARBOROUGH	7	1	14.28	14.14	3	4	8,270.00	57,890
3.	BUDDY BAKER	7	2-(3)	0	6.28	6	6	7,809.28	54,665
4.	BENNY PARSONS	7	1	14.28	9.42	5	5	6,855.00	47,985
5.	DARRELL WALTRIP	6	1	16.66	16.16	2	3	5,972.50	35,835
6.	DAVID PEARSON	5	1	20.00	7.80	4	4	6,491.00	32,455
7.	BOBBY ALLISON	7	3	0	18.00	2	3	4,541.42	31,790
8.	NEIL BONNETT	3	1	33.33	15.00	1	2	8,916.66	26,750
9.	RICKY RUDD	4	5	0	7.00	1	4	4,912.50	19,650
10.	RICHARD CHILDRESS	7	5	0	12.57	1	3	2,802.14	19,615
11.	DAVE MARCIS	5	4	0	13.00	1	3	3,686.00	18,430
12.	BUDDY ARRINGTON	7	7	0	14.14	0	1	2,510.71	17,575
13.	CECIL GORDON	7	6	0	16.85	0	3	2,325.00	16,275
14.	DALE EARNHARDT	2	4	0	16.50	1	1	8,047.50	16,095
15.	J.D. McDUFFIE	7	10	0	20.85	0	1	1,985.00	13,895
16.	JAMES HYLTON	7	9	0	22.42	0	2	1,922.14	13,455
17.	TIGHE SCOTT	5	8	0	18.60	0	2	2,629.00	13,145
18.	RICHARD BROOKS	4	5	0	15.75	0	2	2,975.00	11,900
19.	JIMMY MEANS	4	13	0	23.00	0	0	2,737.50	10,950
20.	TOMMY GALE	6	16	0	23.16	0	0	1,752.50	10,515

Total No. of Races — 7
Total No. of Entries — 264

Avg. Payout Per Race — \$109,517.85
Avg. Payout Per Entry — \$2,903.88

Total Payout — \$766,625

Car Ranking

From 1974 Season Through 1980 Coca-Cola 500
Per NASCAR Payout

Make	Entries	Wins	Running	Pct. Running	Out Via Accident	Pct. Accident	Avg. Money Won	Total Money Won
CHEVROLET	155	3	101	65.16	15	9.67	\$2,863.16	\$443,790
DODGE	36	2	17	47.22	1	2.77	2,791.80	100,505
FORD	30	0	15	50.00	1	3.33	2,819.00	84,570
MERCURY	13	2	12	92.30	0	0	5,693.84	74,020
OLDSMOBILE	17	0	7	41.17	3	17.64	1,611.47	27,395
BUICK	4	0	2	50.00	1	25.00	4,808.75	19,235
MATADOR	5	0	1	20.00	0	0	1,834.00	9,170
PLYMOUTH	4	0	4	100.00	0	0	1,985.00	7,940
TOTAL	264	7	159	60.22	21	7.95	\$2,903.88	\$766,625

We always knew the RX-7 was a winner.

The 1980 IMSA series proved it.

When we first introduced the RX-7, we knew it was going to go places in a hurry.

Not only in showrooms. But in racing, too. In 1980, a Mazda RX-7 race car won the GTU Manufacturers' Championship in International Motor Sports Association (IMSA) competition. In the drivers' competition, Mazda drivers in RX-7s finished 1-2-3.

And RX-7s — relatively new entrants in SCCA competition — also continued to expand Mazda's winning reputation in Showroom Stock A, Class C Production, and PRO Rally events.

The front mid-engine rotary-powered RX-7 you can buy shares the same heritage. It's a truly refined sports car. With slippery aerodynamic styling. Superb handling. Outstanding comfort. And great performance. 0-60 happens in a swift 8.6 seconds.

Get with a proven winner. Take a look at the Mazda RX-7 now.

Mazda's rotary engine licensed by NSU-WANKEL.

mazda
The more you look,
the more you like.





Striving for Perfection

The experts tell you that any automobile is a compromise. What they don't tell you is the nature of that compromise and what took priority. That is something you often need to find out — if you ever do — after you take possession of the vehicle.

To mix metaphors, it's really a matter of horses for courses. Automobiles and trucks often are built for a special purpose. Any component furthering that purpose is emphasized and, since unfortunately every vehicle can't be all things to all people, other qualities are slighted. For instance, seating capacity is not one of the strong points of Mazda's RX-7 which is built to be the best production sports car available at a moderate price.

The measure of success of any of these "compromises" is a very simple standard. Do they accomplish what they were built for — or even something extra? Many vehicles get good ratings by the first part of this standard, few qualify by the second part. And that's what sets the few apart from the pack.

Said another way, every car in the field for the Mountain Dew 500 meets NASCAR standards for this event but there are only a few capable of taking the front row positions. The NASCAR mechanics and builders are continuously striving for that extra edge that means a winner which means they are striving for perfection. They may never quite achieve it but they seek to get as close as possible.

And that's what the best car makers do, too. Sure, the RX-7 is built emphasizing quickness, handling, fun but it also happens to be comfortable, quiet, and as luxurious as most could desire, and an economical road car. Mazda works to make its rotary-engined sports car quicker and better handling but it doesn't forget the extra qualities. Isn't it better to go quickly and comfortably and economically than just to go quickly?

The Mazda RX-7 is Pocono's pace and safety car. Later on in the season it will be defending its own national cham-

pionship on the race course in Grand Touring Under 2.5 Litre road course competition here. This weekend a new event begins, aimed at Mazda RX-7 owners, people who drive their cars daily. It is called the Mazda RX-7 shootout.

If you watch you will see one of the reasons why people buy RX-7s — because they handle. This event is what enthusiasts call an autocross or slalom. The contestants weave in and out of the pylons as quickly as they can without knocking any down. Then they must reverse the car and back into the "garage" at the finish, again without knocking any down.

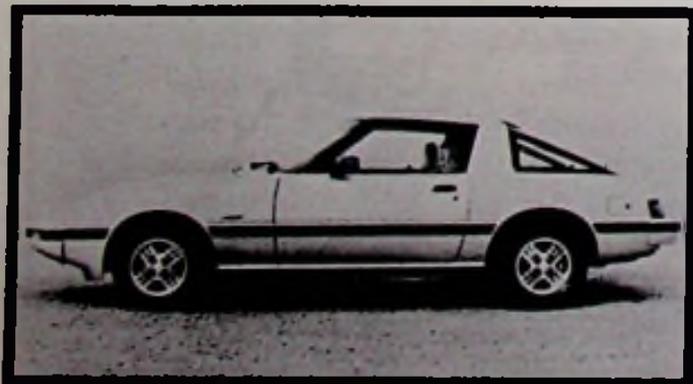
Knocking down a pylon means a time penalty which in turn means almost certain loss since the entire run is timed.

These contestants must combine the car's handling with their own judgment and reflexes. They compete in two classes for the right to participate in the finals in September when the largest cash awards in slalom racing await the winners.

The first class insists that the Mazda RX-7 be strictly stock except that tires and wheels similar to those which are original equipment may be fitted. This is because many RX-7 enthusiasts choose to make this permitted substitution under Sports Car Club of America slalom rules.

The second class is called modified and anything goes as long as the RX-7 still has a full body and fenders. You may see some machines which are turbo-charged, others with the racing car's fiberglass and a bigger rotary engine. These cars may be capable of 180 miles an hour but in the Mazda RX-7 Shootout they may never go more than 40 mph or get out of second gear. This is a test of handling.

But they're here because it's fun and it's a challenge. They're striving for perfection just as much as Mazda and the NASCAR stars. Because the closer you come to perfection the bigger the reward. People have made the Mazda RX-7 an instant classic for that reason.



The Official Pace Car of Pocono Raceway is brought to you by:



**Mazda RX-7.
Official Pace Car of Pocono Raceway.**

CONNECTICUT

Coppola Mazda
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New London Mazda
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Lee Partyka Mazda
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Mtrs., Inc.
Ridgefield
Mazda of Greenwich
Cos Cob
Town & Country
Auto Sales, Inc.
Middletown
Sherman Mazda
Norwich
Milford Mazda
Milford
Balch Mazda
Warehouse Point
Moriarty Brothers, Inc.
Manchester

DELAWARE

Nucar Mazda
Wilmington

MARYLAND

Larry's Mazda
Randallstown
Admiral Mazda
Glen Burnie
Schaefer & Strohminger, Inc.
Baltimore
Towson Mazda
Towson
Montgomery County Cars, Inc.
Rockville
Classic Mazda
Annapolis
Forty West Mazda
Baltimore
Lawrence Mazda
Salisbury
Cook Mazda
Aberdeen
Michaelson Mazda
Baltimore
Free State Mazda
Marlow Heights
College Park Motor Cars
College Park

NEW JERSEY

Maple Shade Mazda
Maple Shade

Mazda 17
Upper Saddle River
Z and W Enterprises Inc.
Princeton

Joyce Mazda
Denville

Bremen Mazda
Wayne

Dom's Auto Sales
North Plainfield
Schwartz Mazda
Red Bank

Hackensack Cars, Inc.
Hackensack

Boardwalk Automobiles
Bayville

Weisleder Inc.
Brick Town

McDonagh Mazda
East Brunswick
Pfeiffer Mazda
East Rutherford

Key Mazda
Linden
Essex Sports Cars, Inc.
Maplewood

NEW YORK

Mazda Wolf Manhattan
New York

Babylon Mazda
Babylon

Martin Mazda
Bronx

Smithaven Mazda
Smithtown

Mt. Kisco Mazda
Bedford Hills

Wilford Mazda
Forest Hills

Paolozzi's Car World, Inc.
Marcy

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North Syracuse

The Lynn Group, Inc.
Hempstead

Wantagh Mazda
Wantagh

Tappan Motors, Inc.
North Tarrytown

Yonkers Motors Corp.
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Allentown Mazda
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DeBois

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Jenkintown

Young Mazda
Easton

Kratzer Motors, Inc.
Paxtonville

Bour Motors, Inc.
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of Hazleton

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mazda

The more you look,
the more you like.



**NASCAR 500
at Pocono — 1980
Winner: Neil Bonnett**



Action off the track during the 500



500 POCONO 500 COMMITTEE



Welcome Pocono Race Fans

The members of the Pocono Mountains Vacation Bureau 500 Committee extend a personal welcome to you to the Pocono Mountains of Northeastern Pennsylvania.

Whether this is your first time as a spectator for one of Pocono International Raceway's thrilling auto racing events or returning to our area again, we are sure you will greatly enjoy your upcoming visit to Pocono.

To make your visit even more pleasurable, the members of the PMVB Committee are offering to RACE DAY TICKET HOLDERS ONLY discounts amounting to over \$200. The members of the committee and their discounts are described below. We hope you will take advantage of these discounts and extend your stay in the Pocono Mountains.

To receive your discount please show your Race Day ticket stub to participating 500 Committee Members.

Plan now to visit and experience more of what the Pocono Mountains of Northeastern Pennsylvania have to offer and find out How Great It Feels To Be Pocono People. For additional information, contact the individual committee members or:

PMVB 500 Committee
1004 Main Street • Stroudsburg, PA 18360
Phone: 717-421-5791

BEST WESTERN HILL MOTOR LODGE- TRAIN COACH RESTAURANT

Tannersville, PA 18372

Motel-Restaurant-Cocktail Lounge — 72 Deluxe Units with color TV, Wall-to-Wall carpet, bath/shower comb., & phone in rooms. Game room, cocktail lounge and restaurant on premises. The Train Coach Restaurant specializes in tender steak & seafood, American Cuisine, AAA approved — Major credit cards honored — 717-629-1667.

DISCOUNT OFFER (\$1.00 MINIMUM)
One dollar discount per room per day.

TOM McCARTNEY'S ALBINO'S RESTAURANT

East Stroudsburg, Pa.: Albino's loves to entertain as well as feed you. Meet some of the craziest bartenders in town, not to mention the most pleasant waiters. Enjoy all of this in Yankee baseball atmosphere. Albino's, the place where people have fun.

DISCOUNT OFFER
\$2.00 off on the Italian Festival (dinner) for two.

BROOKDALE-ON-THE-LAKE

Scotrun, PA 18355

Brookdale-on-the-Lake is a year round four season resort. Our chalets and cottages feature log burning fireplaces. Elegant dining, sumptuous meals, entertainment, two fabulous pools—indoor and outdoor, whirlpool spas, hot tubs, saunas, sailing, fishing, tobogganing, snowmobiling, and all facilities and activities at Brookdale are — FREE.

DISCOUNT OFFER (\$1.00 MINIMUM)
10% discount on midweek reservations — Sunday to Friday, throughout most of the year.

CAMELBACK ALPINE SLIDE & WATER SLIDE

Tannersville, PA 18372

Bring your swimsuit for an exciting ride on the wet & wild WATERSLIDE. The ALPINE SLIDE,

one of the most popular attractions in the Poconos, offers another exciting 3,200 ft. ride down Big Pocono Mt. as you control the speed of your "summer bobsled." Fun for ALL ages.

DISCOUNT OFFER
Two free rides on the water slide.

CARBON COUNTY TPA

Jim Thorpe, PA 18229

County seat, historic Jim Thorpe, scenic "Switzerland of America". 19th Century Victorian Packer Mansion open for tours May 30-Oct. 30. St. Mark's Church on historic Race Street, with Tiffany windows, brass, marble and gold furnishings. Jersey Central Railroad Station/Museum/Tourist Welcoming Center in Market Square.

DISCOUNT OFFER (\$1.00 MINIMUM)
\$1.00 off any coat item in Museum Gift Shop.

CHESTNUT LAKE CAMPGROUND

Brodheadsville, PA 18322

New Modern Spacious Features: Springfed Lake, Sandy Beach, Stocked with Trout, Paddle Boats, Full Hook-ups, Tiled Bathhouse, Free Hot Showers, Laundry, Rec Hall, Store. RUSTIC TENTING AREA. From RACEWAY: South 115 to 209, North 209 two miles to Frable Road, ¼ mile to Frantz Road. BOX 390, Brodheadsville, Pa. 717-992-6179.

DISCOUNT OFFER (\$1.00 MINIMUM)
20% off camping fee for all raceway patrons.

COVE HAVEN RESORT

Lakeville, PA 18438

Ultra modern resort exclusively for Honey-mooners and Couples. Package plans including fabulous food, nightly entertainment, accommodations with heartshaped bathtubs or private pools, free breakfast in bed, pools, tennis courts, roller skating, indoor ice skating, rifle range, gymnasium, miniature golf, water sports, free skiing & snowmobiling. 717-226-2101.

DISCOUNT OFFER (\$1.00 MINIMUM)
We are offering a 10% discount toward the room rate of any package mid-week (from Sunday to Friday).

HARMONY LAKE SHORE INN

Lake Harmony, PA 18624

Open all year. Spolless beautiful rooms, located on Lake Harmony. Individual heat control, air conditioned, color TV, refrigerators, in room coffee, smoke alarms. Enjoy fishing, swimming, boating. Only minutes away from Big Boulder, Jack Frost, Pocono Raceway. Also several fine restaurants.

DISCOUNT OFFER (\$1.00 MINIMUM)
\$3.00 mid-week — \$2.00 week-end.

THE INN AT TANNERSVILLE

Tannersville, PA 18372

Featuring great steaks, chops & seafood. "The" late nite food house serving dinners till 1 A.M. daily, 11 P.M. Sunday. Rustic, relaxed atmosphere — browse the open air marketplace, enjoy lunch or dinner in the outdoor beer garden.

DISCOUNT OFFER (\$1.00 MINIMUM)
Complimentary serving of mother's famous cheesecake with this coupon.

JONAS HOTEL

Kunkletown, PA 18058

Leisure dining in a fine old country hotel nestled at the base of the Pohopoco Mt. only a few minutes drive from the Pocono Track on Route 534. Five miles North of Kresgeville, Pa.

DISCOUNT OFFER (\$1.00 MINIMUM)
\$2.50 off dinner for two (may not be used with any specials).

LOOSE GOOSE FACTORY OUTLET

Stroudsburg, PA 18360

Recreational outerwear for all seasons. Specializing in down-filled and poly-filled vests and jackets and ski wear for the entire family. Sportswear, nightwear and accessories. Open 7 days. All major credit cards.

DISCOUNT OFFER (\$1.00 MINIMUM)
\$5.00 off any down-filled vest. \$10.00 off any down-filled jacket. \$1.00 off the minimum purchase of \$10.00 on any other items combined. Offer expires September 30, 1981.

**McDONALD'S
FAMILY RESTAURANTS**
Stroudsburg, PA 18360

Your friend in town... McDonald's is cooking for you! Two locations in Stroudsburg to serve YOU. East Bound I-80 travelers Exit 47 West Bound I-80 travelers. Exit 50

DISCOUNT OFFER (\$1.00 MINIMUM)

Buy one Quarter Pounder with Cheese get one free.

MEMORYTOWN, U.S.A.
Mount Pocono, PA 18344

Country Village. Site of an 18th Century Farm Country Store, Wax Museum, Print Shop Museum, Art Gallery, Antique Photographer, Christmas Shop, Hex Shop, Candle Shop, Yankee Doodle Restaurant and Tavern-By-The-Lake. Cottages with fireplaces, indoor pool. Chosen as one of the State's 10 Best Travel Destinations. AAA recommended.

DISCOUNT OFFER (\$1.00 MINIMUM)

50% discount on Wax Museum Admission
10% discount in shops & 10% discount on Tavern food.

MOUNT AIRY LODGE
Mount Pocono, PA 18344

America's leading year 'round resort. Club Suzanne & Crystal Room All-Star Nightly Shows. Olympic indoor & outdoor pool, lake, sandy beach, "The 18 Best" Championship PGA Golf Course, health club, ski area, winter sports complex, indoor Sports Palace. 21 indoor & outdoor tennis courts. Honeymooners request bkl. B, vacationers booklet V.

DISCOUNT OFFER (\$1.00 MINIMUM)

\$3.00 discount on Greens Fee on 18 hole PGA golf course.

PARADISE STREAM RESORT
Mount Pocono, PA 18344

Designed and created for honeymooners and couples only featuring accommodations with private sunken pool and sauna bath, or the famous heart-shaped tub for two. Packages include breakfast in bed, entertainment nightly, tennis, miniature golf, outdoor pool, free skiing, snowmobiling, ice skating, boating and fishing.

DISCOUNT OFFER (\$1.00 MINIMUM)

We are offering a 10% discount toward the room rate of any package mid-week (from Sunday to Friday).

PENN HILLS RESORT
Analomink, PA 18320

Year round couples resort. Luxurious accommodations, heart shaped sunken baths, real log burning fireplaces, king sized round beds. All indoor and outdoor facilities, swimming, ice skating, tennis and archery. Regulation golf course, snowmobiles, full winter sports. Cocktail lounge and nite club with dancing and entertainment. Sumptuous food — Modified American Plan.

DISCOUNT OFFER (\$1.00 MINIMUM)

\$1.00 off green fee at Evergreen Golf Course.
\$1.00 off ticket at Pocono Ice-A-Rama.

**POCONO ACTION PARK
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NASCAR's Pit Crew Champion Maurice Petty Compares Racing and Highway Tire Changes

Fump, fump, fump. It never fails. You're already late for work because you stole a few well-deserved extra winks. Fump, fump, fump. You've got a station wagon full of restless sixth graders and the day-long downpour that washed out their field trip is still going strong. Fump, fump, fump. There's no good time for a flat tire.

According to figures compiled by a leading tire manufacturer, an astounding total of 53 million Americans heard that aggravating sound last year. Although a flat tire is bound to put a kink in your day, champion racing crew chief Maurice Petty has some hints to help you prepare for a tire failure and to make your changing job easier, quicker and safer.

Tire changes are Maurice Petty's stock in trade. He's the younger brother of seven-time NASCAR Winston Cup Grand National stock car champion Richard Petty whose 190 career victories and \$3.7 million in winnings have put the Petty family in an exclusive bracket, unapproached by the competition.

As crew chief for the STP/Petty Engineering team, Maurice is responsible for fast, safe pit stops. Tire changes are the cornerstone of almost every racing pit stop and a slow one can quickly change the story of a race. Nobody does them better than the Pettys. In 1979, they became the first National Pit Crew Champions in NASCAR history by winning a season-long competition sponsored by the Craftsman Tool Division of Sears, Roebuck and Co.

"Even though we're straining to save every fraction of a second in the pits, safety is the essential element in any stop," emphasizes the bearded Maurice. "On pit road or beside the highway, cars come by fast, often close enough to feel like they're trying to suck the wallet out of your hip pocket, so safety must be the first consideration.

"As soon as you know you've got a problem, start looking for a safe place to park. One that's level, hard-surfaced and well off the highway. I've decided that it's better to risk ruining a tire rather than to stop immediately in a potentially dangerous spot. To help protect you from oncoming traffic, be sure you carry reflectors or, even better, flares for nighttime or rain."

So you've rolled to your unscheduled stop. How much time and energy you burn up will depend on just how well you are prepared. "It's impossible to do any job efficiently and safely without the proper tools," continues Petty. "In addition to reflectors or flares, your tire change equipment should include 'chock' blocks, medium flat-bladed screwdriver, lug wrench, jack and flashlight. A set of oversize coveralls isn't a bad idea either.

"The 'chock' blocks I carry are 12-inch pieces of 4 x 4 lumber. I use them to block the front and back of the tire that's diagonally across from the tire I'm changing. The screwdriver is for prying the hubcap loose. I also make it a point to check both the flashlight and the spare about once a month to see that they're ready to go.

"And about twice a year I squirt a quick shot of penetrating oil at the base of all the lug nuts. I learned that trick when I was a kid. One night my buddy had to drive 20 miles each way to rescue me when I didn't have the strength to bust loose a couple of rusted lug nuts. I remember he wasn't too happy."

In racing, specially reworked hydraulic jacks and air impact wrenches have been developed to help tire changers cheat the clock. A modified hydraulic jack can hike one side of a 3700-pound Grand National stock car in just five quick pumps of the handle.

Even more impressive, air impact wrenches originally designed to rotate at a relatively docile 12,000 r.p.m. are modified to spin at 30,000 r.p.m. These "super wrenches", instead of using compressed air for power, have been refitted for denser nitrogen to produce 250 pounds per square inch of pressure.

NASCAR pit crews have done wonders with a simple lug wrench too. To cut costs a few years ago, air wrenches were prohibited in the Late Model Sportsman Division.

"So the guys began putting lead in the sockets at either end of the crossmember so the added weight would make the wrench twirl faster," explains Petty. "Then they attached a swivel to the handle end of the wrench so the shaft would pivot with less friction. Finally, they bent the weighted crossmembers back to prevent them from hitting the car when spun by the tire changer. With these simple changes, the boys were changing a tire in about 30 seconds. Today, with our trick jacks and air wrenches, we get the job done in about 12 seconds," Petty claims.

By being super fast and consistent, the Petty crew earned \$24,000 on its way to winning NASCAR's inaugural Pit Crew Championship last year.

"A special timing team clocks all pit stops of the ten fastest qualifying

Sears

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cars," Petty explains. "The winner is the team whose finishing car spends the least total time in the pits. Last year Craftsman ran its contest at eight big races. This year there's ten and the total prize money has jumped from \$55,000 to \$61,000.

"It's a great idea. The crews get a shot at some big money and some long-overdue recognition. And Sears gets its tools recognized by millions of stock car racing fans and the best damned mechanics in the world."

Petty says the greatest fear of a racing tire changer is losing a lug nut. In addition to carrying spares wired to their belts or in their teeth, the tire men glue the nuts on each wheel. With this trick, the nuts automatically are where they're needed when the wheel is slammed into place.

"On the street I put all the nuts in the hubcap," Petty adds. "Sure beats crawling around looking for them later."

The champion crew chief also recommends a dry run in the driveway. "I like to go through the routine with all the drivers in my family, especially when we've just bought a new car. Try it. Give everybody a chance to participate. It's a worthwhile exercise."

Just in case you're not yet totally impressed with the skill and speed of crew men like Maurice Petty, consider this. In the time it takes you to change a tire, they can change a boiling hot racing engine.

In fact, the world's in-race record for changing an engine is eleven minutes, 36 seconds. The exhibition record for changing a cold engine is less than seven and a half minutes.

Seven and a half minutes! That's probably less time than it took you to get over being mad at your flat. Fump, fump, fump. □

BIG BUSINESS

For Richard Childress It's More Than Just Turning Left . . . It's Driving, Building, Fixing, And Selling Race Cars



By MIKE MULHERN

Trees are blossoming around Gumtree Road in Winston-Salem, N.C., a picturesque stretch of winding blacktop just south of North Carolina's Forsyth County line.

Winston-Salem's only full-time major league professional athlete, watching the arrival of spring from the window of his business office is hoping the change of

season will also bring a change of luck.

In his ninth season in the pros and only a year away from breaking the \$1 million mark in career winnings, Richard Childress, Inc. is big business today.

In the history of the sport — Winston Cup Grand National racing — only 11 men have earned more money than he has, yet after racing in some 270 events and better than 80,000 miles of high speed driving, this stocky 34-year old is still awaiting his first Winston Cup victory.

Sports is the thrill of competition, and of winning. Sports is also business.

Balancing the two on the bottom line is tough, particularly in a sport where

equipment can run anywhere from \$100,000 to \$500,000 a season.

Six Stockers in various stages of readiness lie in the bays of Childress' shop. In one bay there is a rollcage shell with Dwight Sharp beneath, wielding a torch. In the main bay, Childress' machine, pristine white with scars from the Valleydale 500 at Bristol still being nursed, flanked by his outdated '77 Monte Carlo and an '80 Caprice in early reformation and an International Sedan Series car that crew chief Kirk Shelmerdine will drive in a few races this year, sits back in the corner.

The smells of primer and acetone waft through the quiet shop. The floors, a

telling aspect of quality control, are immaculate. This place has been his pride and joy since he moved to the Winston-Salem suburbs almost three years ago. Before moving to his new place, Childress had prepared his race cars in a building that was closer to Winston-Salem's downtown area.

Now, with nine men on his payroll, plus wife Judy as the bookkeeper, Childress is deep into the transition from race driver to racing entrepreneur, balancing the joy of driving with the hard economic facts of life by expanding into the car building and car selling business.

"My best year, on the bottom line was '75, and that's when I bought all this land," this rough-hewn man explained. "I've been trying to buy land whenever I get a spare piece of change, because I've seen too many racers who kept plowing their money back into their cars . . . and when they were through racing, all they had left was a worn out truck and a race car. I don't want that."

"Then I had another good year in '78, and built this shop. And last December I put an addition on the back for the car building part of the company."

Specialty Fabrications, Inc., that's Sharp's bay, filled with jigs and frames and snouts and a wall full of roilcage bars and half a dozen bottles of acetylene . . . everything necessary to build a stocker from scratch, except the engine. With business booming during the year of NASCAR's transition to the smaller cars and with the avalanche of repair jobs certain to come, Childress is already expecting to have to expand Sharp's staff.

"We've got enough work lined up right now just building cars to last through the end of the season," Childress said.

Childress also started an off-season auction last year for racers, a novel and profitable way to handle some of the economic hardships of racing. His first auction came off with such success that he expects to expand the auction to several more southern states this time around.

For Richard Childress, business, all in all, is doing rather well, considering.

Childress surprised the field when the new Winston Cup season opened at Riverside Calif., charging to the lead and threatening to win the Winston Western 500 until a sour clutch dropped him to a fourth place finish. Following that he crashed during qualifying for the Daytona 500 and has been struggling to get back on top ever since.



At many of the Winston Cup races Richard Childress is sponsored by Texas businessman Ronnie Steele and his wife.

"At Daytona we were ripe. We'd been running very well in practice and I was really looking to win the pole, but somehow we'd gotten a left side tire mounted on our right rear and that's the way we had been practicing.

After we got the car out on line to qualify, one of the NASCAR inspectors noticed it and we had to change before we could qualify. And when I hit the first turn wide open, the car just broke loose."

"I had to open the engine all the way to keep the car out of the wall and that blew the motor. If I had made it into the top 10, I had a sponsor lined up in the garage waiting to paint his name on my car."

From that point on . . . well, Richard Childress thinks maybe the change in seasons and the second trip to the Winston Cup race tracks just might make a difference.

Taking a break for lunch, Childress ponders his career.

"Sure, my goal is to win a Winston Cup race and to run for the championship, but times have really changed since I first started out. It seems the more you race . . . the tougher it gets."

The 1969 Talladega 500 was his first big league race, quite a change for the then-Grand American Camaro driver. He got his feet wet in the early seventies before taking on the tour fulltime in 1973.

"In 1975 and 1976 I had only six cars to beat out each weekend, but now there are 20 cars and most of 'em are backed with unlimited funds."

The only sponsor Childress has right

now is Nichols Pontiac of Burlington, N. C. which helps to provide sheet metal for his Pontiac Grand Prix.

"The racing, the driving, that's the only fun now," Childress said. "All the partying and the good times and all, that's gone. In the old days you could qualify and then party a day or two. But now it's so serious that you can't let your mind wander like that.

"But racing's been good to me. I might have done something differently if I had it to do all over again, but probably not. I'd like to say that I've been a hard charger from the word go. But I'd rather do what I've done and be in this sport for 10 years than have blasted away for a year and a half and burned out. A guy like that wouldn't have a chance for anything else, while I still have several good years ahead of me."

"No, I have no regrets, except for all the travel, and being away from my wife and daughter Tina during all of her younger days."

"What I want to do now is keep an active race team, running about 20 races a year, and hook up with a top notch driver who has a sponsor, so I'd be the owner-operator leasing it. I've got one driver who wants to do that, and pay me \$17,000 per race, which is a heckuva lot of money. But I'm holding out, still hoping to get a sponsor on my own, and I've still got a few irons in the fire."

Spring has always been the most promising time of year. □

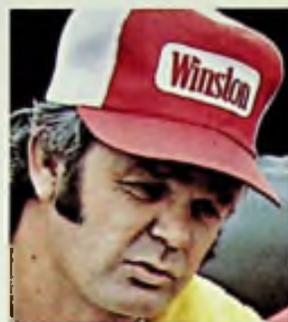
Mike Mulhern is the motorsports writer for the Winston-Salem (N. C.) Journal.

The Winston Cup Drivers



Harry Gant

Birthdate: Jan. 10, 1940
 Weight: 195
 Height: 6'
 Home: Taylorsville, N.C.
 Marital Status: Wife, Peggy
 Children: Debbie, Donna
 Crew Chief: Bob Johnson



Jody Ridley

Birthdate: May 19, 1942
 Weight: 161
 Height: 5'8½"
 Home: Chatsworth, Ga.
 Marital Status: Wife, Margaret
 Crew Chief: Junie Donluevy
 Sponsor: Truxmore/Sunny King

Terry Labonte

Birthdate: Nov. 16, 1956
 Weight: 165
 Height: 5'10"
 Home: Corpus Christi, Texas
 Current Residence: High Point, N.C.
 Marital Status: Wife, Kim
 Crew Chief: Darrell Bryant
 Sponsor: Stratagraph



Ricky Rudd

Birthdate: Sept. 12, 1956
 Weight: 155
 Height: 5'8"
 Home: Chesapeake, Va.
 Marital Status: Wife, Linda
 Crew Chief: Jake Elder
 Sponsor: Gatorade



Buddy Baker

Birthdate: Jan. 25, 1941
 Weight: 215
 Height: 6'5"
 Home: Charlotte, N.C.
 Marital Status: Wife, Colleen
 Children: Bryan, Brandon
 Crew Chief: Shelton "Runt" Pittman
 Sponsor: UNO Card Games

Richard Childress

Birthdate: Sept. 21, 1945
 Weight: 180
 Height: 5'9"
 Home: Winston-Salem, N.C.
 Marital Status: Wife, Judy
 Children: Tina
 Crew Chief: Kirk Shelmerdine





CITATION X-11. It isn't just a decal car.

As beauty is only skin deep, it's the performance car make.

It is not until we are deep inside X-11 that we discover the factors that make it tick. There, a high output V6—the heart and soul of X-11. The essence of its energy. The spirit behind its impressive acceleration.

Venture further where rack-and-pinion steering, F41 sport suspension, steel radials, and front and rear stabilizer bars encourage X-11's response; its maneuvers, its ride.

Then, the pull of front-wheel drive—an X-11 tactic against uncooperative nature.

Prepared for the grapple against rain-slicked pavement, snow, mud. Though more in jest. For in actuality there's hardly a contest at all.

And finally, X-11's additional components.

The kinetic looks: aluminum alloy wheels, hood scoop, sport mirrors, rear spoiler.

And the finesse: bucket seats, full instrumentation with sport steering wheel.

X-11 just a decal car? Ha. Ultimately it is a high performance whole. And performance is not a product of special striping....

Performance depends on what lies within.

X-11 at a glance.

Vehicle type: front-engine, front-wheel-drive, 5-passenger, 3-door hatchback.

Engine type: V6, water-cooled, 1x2-bbl. carburetor.

Displacement 173 cu. in. 2830 cc
Power (SAE net) 135 bhp @ 5400 rpm

Transmission . . . 4-speed, manual
Wheelbase 104.9 in.
Length 176.7 in.
Curb weight 2650 lbs.

In Calif., check dealer for availability.

Chevrolet

**1981 CHEVY
CITATION**

It works



AIRWAVES

NED JARRETT IS WIRED FOR SOUND

By JERRY LINDQUIST

For those of us who remember the way it was, when Ned Jarrett was out there turning left and kicking up a lot of dirt and dust with the rest of the stock car racing gang, it takes a little getting used to seeing him interviewing them instead of being interviewed.

But there he was, wired for sound and asking the inevitable question *What happened?* from his position in the pits during the telecast of the Daytona 500. Jarrett is a member of the CBS-TV Sports network gang now, armed with a three-year contract for NASCAR racing and sounding for all the

world like he knows what he's doing . . . and he does.

If anyone understands racing from the inside out, it's Jarrett. He's been there. From Conover, N. C., where he still lives, Jarrett grew up fender-banging. Twice a NASCAR Grand National champion (1961 and 1965), he learned early on that the race doesn't necessarily go to the swiftest.

When Ned Jarrett was racing, he was more the tortoise than the hare. But when the checkered flag fell, Jarrett was usually there or not very far behind. He would let others punish their equipment. He drove as much with his head as with his hands, arms and feet.

Now, Jarrett is making a living with his mouth and he'll be the first to tell you that it hasn't been easy. On more than one occasion he has wondered if he was doing the right thing.

Radio, he could handle. That came fairly easy. Jarrett was always looking down the road, around the next turn you might say. He believed in preparation. He took a Dale Carnegie course to overcome shyness and enable himself to not only deal with the public, but also enjoy doing it. So, when he called it a competitive career following the 1966 season, Jarrett's step into broadcasts of NASCAR events was a natural progression.

But television, the magic eye — are my ears on straight? — that was another matter entirely. At first there were more valleys than peaks. Twice, Jarrett, in essence, was told, thanks for your help . . . ahh . . . don't call us, we'll call you.

At Darlington, working for ABC in the Rebel 500 race that featured a wild, scary multi-flip wreck by Richard Petty, Jarrett had been forewarned. Jim McKay anchored the

telecast. "Be careful not to step on his lines. He doesn't like that. Be sure he's finished talking before you say anything," Jarrett was told.

Wonderful. "A few times I thought he was finished and I had something I thought was important to say . . . and he wasn't through," Jarrett recalled. "That was the only race I worked for them."

A few years later, a friend, Ken Squier, who anchors CBS' motorsports coverage, put Jarrett in touch with CBS for the first time. They were in Atlanta, and that didn't go smoothly, either. "There was a new producer — he later went to ABC — and he didn't particularly like my style," Jarrett continued.

"At that point, I thought, 'Gosh, I guess I'm not going to make it. My talent is not made for TV.'"

Three years ago CBS began its start-to-finish live coverage of the Daytona 500 and again it was Squier who touted Jarrett to the network. He worked the '79 race (which featured the last-lap wreck and subsequent fist fight on the backstretch) on a limited basis. CBS found more for Jarrett to do last year when Buddy Baker dominated the entire week. He did everything but catch a prize fish from the speedway's famous Lake Lloyd.

In August a year ago the network called and offered Jarrett a multi-year agreement. He would be *Their Man* in NASCAR. It was, Jarrett recalled, a very emotional time for him. "I almost choked up. It was like a dream come true," he said. "It was like the day in 1963 when Ford called and asked me to be on their factory team."

He isn't flashy and his delivery sometimes betrays his rural roots, but Jarrett is genuine and knowledgeable, and people in the racing business trust him. That's his appeal. Unlike your basic talking head, the pretty-boy word-smiths who have been programmed to sound like they know what they're talking about even if they don't, Jarrett makes no pretense. He gets in — and gets out — of an interview without retorting to frills.

Drivers, mechanics, car owners, etc. will agree to go on camera with Jarrett holding the microphone whereas they might be reluctant — or downright refuse — if it was someone else. "They still tell me things in confidence," he said. "I'm still one of the boys."

In the most poignant moment in the Daytona 500 broadcast this year, Jarrett interviewed Dale Inman, who is Richard Petty's cousin and was for a long time his crew chief. Inman broke down and wept while discussing the sacrifices the entire crew made during the preceding week.

To those who are familiar with this high-risk, seemingly hardboiled sport and its denizens by reputation only, this had to be as revealing as anything a high-priced Hollywood script writer could have dreamed up on

his own. Getting Inman was a coup within itself. Then to have him show the world how vulnerable, how really human he and those like him can be, was as memorable as anything you'll ever see on the tube.

"My main concern was to make him feel as comfortable as possible under the circumstances . . . and not to embarrass him," Jarrett said. "I've been told I handled it well. I hope the viewer said to himself, 'Hey, these really are down-to-earth people.'"

On Tuesday after the 500 the news came that Inman was leaving the Petty camp to join the Wrangler team of Dale Earnhardt. With that news, and in retrospect, Inman's emotional response after the Daytona 500 became even clearer.

Ned Jarrett had some emotional moments of his own after he decided to stop racing. "Part of it was the ham in me, and this is true of any athlete who's accustomed to the lime-light . . . after he retires, the thing he misses most is the attention," Jarrett continued.

"It was particularly hard for me to grasp. Had not these opportunities come along, I believe I would have made a comeback as a driver. Broadcasting helped me fill the gap. An athlete needs a challenge to keep growing."

Jarrett promoted Hickory (N.C.) Speedway nine years through 1976. Since then he has been solely involved with various broadcasting and promotional aspects of racing. His *Ned Jarrett's World of Racing* show is

syndicated to more than 150 radio stations across the country. That's in addition to his work as the Motor Racing Network's expert commentator at many of the Winston Cup races.

Jarrett serves as the Busch Beer representative at the race tracks, often making the \$1,000 presentation to the driver that wins the Busch Pole Award at the various Winston Cup races.

In 1963 Jarrett won the Capital City 300 at the Richmond Fairgrounds Raceway. It was a half-mile dirt course then, and he was one of the best at broadsliding through the turns, kicking up rooster tails of dirt. That's a lost art now.

"I was never a speed demon or thrill seeker," Jarrett said. "For a while I missed it, but now I have no desire to get back in a race car."

Only occasionally he does get a slight itch.

"Last year at Richmond the track got slick and some of the drivers were having trouble. I could see their mistakes, and that was one area that I was always pretty good at — the ability to adjust to a slick track . . . and I sort of felt I could do something they . . ." Jarrett said, his voice trailing off. □

Jerry Lindquist is the Radio-TV sports columnist for the Richmond (Va.) Times Dispatch.



Ned Jarrett as Grand National Champion



Backstretch



Thirst stretch

Winners run on
Gatorade.
It gives your body
what it's
thirsty for.



1981 Winston Cup Schedule

Date	Scheduled Event	Distance
Jan. 11	WINSTON WESTERN 500, Riverside, Ca. (4.215 K RC)	500 K
Feb. 15	DAYTONA 500, Daytona Beach, Fl. (2½ Mi) (Two 125-Mile qualifying races on Feb. 12)	500 M
Feb. 22	RICHMOND 400, Richmond, Va. (.542 Mi)	400 L
Mar. 1	CAROLINA 500, Rockingham, N. C. (1.017 Mi)	500 M
Mar. 15	COCA-COLA 500, Atlanta, Ga. (1.522 Mi)	500 M
Mar. 29	VALLEYDALE 500, Bristol, Tn. (.533 Mi)	500 L
Apr. 5	NORTHWESTERN BANK 400, No. Wilkesboro, N. C. (¾ Mi)	400 L
Apr. 12	CRC CHEMICALS REBEL 500, Darlington, S. C. (1.366 Mi)	500 M
Apr. 26	VIRGINIA 500, Martinsville, Va. (.525 Mi)	500 L
May 3	WINSTON 500, Talladega, Al. (2.66 Mi)	500 M
May 9	MELLING TOOL 420, Nashville, Tn. (.596 Mi)	420 L
May 17	MASON DIXON 500, Dover, Del. (1 Mi)	500 M
May 24	WORLD 600, Charlotte, N. C. (1.5 Mi)	600 M
Jun. 7	BUDWEISER NASCAR 400, College Station, Tx. (2 Mi)	400 M
Jun. 14	WARNER W. HODGDON 400, Riverside, Cal. (4.215 K RC)	400 K
Jun. 21	GABRIEL 400, Brooklyn, Mi. (2 Mi)	400 M
Jul. 4	FIRECRACKER 400, Daytona Beach, Fl. (2½ Mi)	400 M
Jul. 11	BUSCH NASHVILLE 420, Nashville, Tn. (.596 Mi)	420 L
Jul. 26	COCA-COLA 500, Pocono, Pa. (2½ Mi)	500 M
Aug. 2	TALLADEGA 500, Talladega, Al. (2.66 Mi)	500 M
Aug. 16	CHAMPION SPARK PLUG 400, Brooklyn, Mi. (2 Mi)	400 M
Aug. 22	BUSCH VOLUNTEER 500, Bristol, Tn. (.533 Mi)	500 L
Sep. 7	SOUTHERN 500, Darlington, S. C. (1.366 Mi)	500 M
Sep. 13	WRANGLER SANFORSET 400, Richmond, Va. (.542 Mi)	400 L
Sep. 20	CRC CHEMICALS 500, Dover, De. (1 Mi)	500 M
Sep. 27	OLD DOMINION 500, Martinsville, Va. (.525 Mi)	500 L
Oct. 4	HOLLY FARMS 400, No. Wilkesboro, N. C. (¾ Mi)	400 L
Oct. 11	NATIONAL 500, Charlotte, N. C. (1.5 Mi)	500 M
Oct. 25	AMERICAN 500, Rockingham, N. C. (1.017 Mi)	500 M
Nov. 8	ATLANTA JOURNAL 500, Atlanta, Ga. (1.522 Mi)	500 M
Nov. 22	WINSTON WESTERN 500, Riverside, Ca. (4.215 K RC)	500 K

LITTLE GUY

CREW CHIEF JUNIE DONLAVEY NOT INTIMIDATED BY SUPERSTARS OF RACING

By GENE UPCHURCH

Junie Donlavey, the crew chief for Jody Ridley's entry on NASCAR's Winston Cup Grand National circuit, spends most of his days in the Grand National pit area tinkering with his Thunderbird and trying to make the entry that Jody Ridley, the 1980 Champion Spark Plug Rookie-of-the-Year, will drive in this weekend's Winston Cup race competition.

That may involve adding some weight to the left rear and changing to a stiffer spring on the right front to keep the rear end of the car from swinging out in the turns.

"We want to make sure to get it good and tight," Donlavey said. "Not so much for speed, but so we can run the whole distance."

Donlavey may need to tinker with his car to get it comfortable for the race, but he needs to tinker with nothing to feel comfortable himself about racing against the high-powered and high financed teams on the NASCAR Winston Cup circuit.

Donlavey doesn't feel the least bit uncomfortable about sharing the same garage area with teams like STP, Hardee's, Wrangler, Mountain Dew and Gatorade, all of whom pump huge sums of money into cars and plan to win.

Donlavey may not have the highest financed team on the circuit, but he has 30 years of experience in racing and is able to battle evenly with the giants of the sport. Ridley won the Mason-Dixon 500 in Dover, Delaware earlier this year.

Donlavey's ability to build a competitor is partially because of his experience, which began in 1949 when he bought a used car from racing great Tim Flock. He dabbled in Grand National racing for years — running



Jody Ridley won the Mason-Dixon 500 in May for Donlavey's first win on the Winston Cup Circuit.

on the beach at Daytona and in the first races at Darlington, Charlotte and Atlanta, among others — but didn't enter it full-time until 1972.

And, it's refreshing to see a team like Donlavey's run on even terms with the biggest names in the business.

"It's satisfying to be able to compete with them," Donlavey said. "When you run against the best in the country, there's some satisfaction from just being with them. And it's no disgrace to be beaten by them."

A couple of sponsors have made life a little easier for Donlavey. Truxmore of Richmond, Va. and Sunny King Ford of Anniston, Ala., help him pay the bills but that wasn't always the case. Before he got sponsors — and even today — Donlavey just puts into racing what he earns at racing and never takes a chance to get a car on the track.

"I never took all the money I had to go to a race," he said. "I knew the heartaches that would come if you took all your money and it ended up in a wreck. We just take the money

we've earned from racing and put it back into the car. Truxmore and Sunny King Ford have made it easier. They've made the sport more enjoyable."

The thrill of victory isn't what lured Donlavey into racing and keeps him rebuilding and patching his Thunderbird. He has several wins and a handful of big paydayes scattered throughout his long career, but it's the atmosphere in the garage during race week that keeps him interested. "You have so many nice people here in the garage," he said. "It's just like a family reunion when you go to a race."

And, Donlavey will not feel intimidated at all when he pats Ridley on the back Sunday and straps him into the car. He knows he can compete with the big guys and he knows he can win on the budget he has.

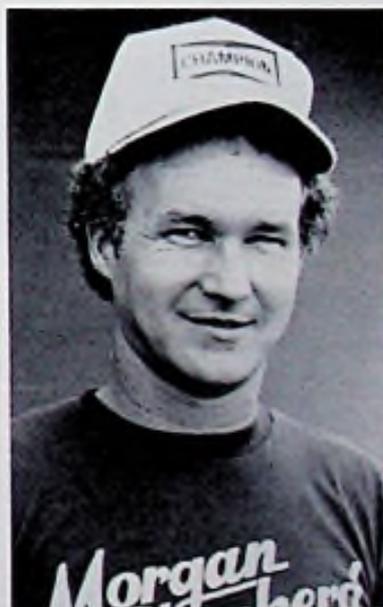
"It's hard to win," he said. "But it's not impossible." □

Gene Upchurch is a staff writer for the Charlotte (N.C.) News



MORGAN SHEPHERD

HOME: HICKORY, N.C.
BIRTHDATE: OCTOBER 12, 1941
HT. 5-9½" WT. 170



Morgan Shepherd, the 1980 NASCAR Late Model Sportsman champion, quickly took the spotlight in his first appearance as a Champion Spark Plug Rookie Challenger. In his first outing, at Richmond, Va., Shepherd won the Busch Pole Award in his Performance Connection Pontiac and served notice that he would be a force to be reckoned with in Winston Cup competition. After a fourth-place finish in the Richmond 400, he posted several more top-10 finishes before he showed his expertise at Martinsville, Va., taking the checkered flag in the Virginia 500. He thus became the fourth rookie in NASCAR history to win a Winston Cup event in his freshman season. An experienced competitor in the Late Model Sportsman division, Shepherd has been racing since 1969 and through the first half of the 1981 season, has picked up many of the \$500 checks from Champion Spark Plug Company as the top-finishing rookie challenger in the race.

ROOKIE CHALLENGER

The Winston Cup Drivers



Dave Marcis

Birthdate: March 1, 1941
Weight: 160
Height: 5'10"
Home: Wausau, Wis.
Current Residence: Avery's Creek,
N.C.
Marital Status: Wife, Helen
Children: Shawn Marie, Richard
Crew Chief: Claude Queen



Cecil Gordon

Birthdate: June 20, 1941
Weight: 180
Height: 5'8"
Home: Mills River, N.C.
Current Residence: South Hill, Va.
Marital Status: Single
Children: Charlene, Douglas

Lake Speed

Birthdate: Jan. 17, 1948
Weight: 145
Height: 5'5"
Home: Jackson, Miss.
Marital Status: Single
Crew Chief: Darel Dierenger



Buddy Arrington

Birthdate: July 26, 1938
Weight: 190
Height: 6'1"
Home: Martinsville, Va.
Marital Status: Wife, Patsy
Children: Joey, Todd
Crew Chief: Joey Arrington



James Hylton

Birthdate: Aug. 26, 1935
Weight: 175
Height: 5'9"
Home: Inman, S.C.
Marital Status: Wife, Evelyn
Children: James, Jr.

Ronnie Thomas

Birthdate: March 8, 1955
Weight: 160
Height: 5'10"
Home: Christiansburg, Va.
Marital Status: Single
Crew Chief: Jabe Thomas



WE BUILD EAGLES FOR THE WORLD'S QUICKEST RACING CARS.



AND FOR YOUR CAR, TOO.

EAGLE NCT. Goodyear builds an entire family of high-performance Eagle street radials. For quick-handling imported road machines we build the Flexten-belted Eagle NCT radial. (Flexten is made with a man-made aramid fiber that, pound-for-pound, is stronger than steel.) Eagle NCT carries black-on-black styling, and a tread pattern derived from Goodyear's Formula One racing rain tires.



EAGLE GT. This Eagle is the optional original equipment radial chosen for the 1981

Corvette. Eagle GT is a steel-belted radial, with a nylon overlay. It has raised outline white-letter styling, and a tread pattern similar to the Eagle NCT.

EAGLE ST. For heavily muscled street cars, choose the fiberglass-belted Eagle ST radial. With a tread pattern derived from Goodyear's two-time IMSA RS Championship tire. And featuring raised white-letter styling, reversible to black. Find the Eagle you need in the Eagle's Nest — at your Goodyear Service Store or Dealer.

GOODYEAR
QUALITY AND INNOVATION

BOBBY ALLISON IS NO HAM OVER HARDEE'S ROAST BEEF . . .

By STEVE WAID

Bobby Allison was at a function for President Ronald Reagan's inauguration, sampling something called "Shrimp Merlin", when a man walked up and poked a television camera in his face.

Allison was a bit startled, but the celebrated star on NASCAR's Winston Cup circuit had been in front of cameras before. So he quickly regained his composure, smiled and kept eating the "Shrimp Merlin".

"Hey!" the television cameraman yelled, "just what are you doing eating here? This ain't no Hardee's."

No wonder the guy wanted to get Allison on film and it turned out it was for a Birmingham, Ala. broadcast. It seems the Hueytown, Ala. driver is getting as famous for pushing roast beef sandwiches as he is for winning races — at least in some quarters.

You've probably seen Allison in a Hardee's television commercial, the one in which the Road Runner (the fast food chain's "driver" and representative) and Ernie (his "mechanic") fail to recognize him.

In the commercial, Allison spots the Road Runner's rig parked outside one of the chain's restaurants, comments on its good looks and is promptly figured for a boob with no knowledge of racing.



BOBBY ALLISON

Whereupon Road Runner (played by actor Phil McHale), claims to be a hot shot on the circuit, a big winner, and says Allison would have heard of him had he followed racing.

Inside, Allison asks the two if they have ever tried a "tender, tasty" roast beef sandwich. Soon, after a couple of kids squeal, "Hey, it's Bobby Allison, the race driver! Can I have your autograph?"

Road Runner and Ernie look at each other wide-eyed and say, "Bobby Allison?" and slink off in embarrassment.

OK, so it ain't Academy Award stuff, but it's cute. At least, it's not the kind of commercial you want to turn off, like the one by Cathy Rigby.

For Allison, filming the commercial was more like a day's adventure than a day's work.

"We made the commercial in September of last year in Atlanta," Allison said. "There's an old Hardee's they closed up on U.S. 41 because



THE HARDEE'S BUICK

the U.S. 41 traffic wasn't allowed to turn in and out of the establishment.

"So they made a studio out of it, and they've got it fixed so they can shoot from several different angles and it can be several different places with a little bit of work."

"It took eight hours to film the commercial. Each scene had to be shot separately," Allison explained, "and cameras had to be moved for each one of them. For example, if you are looking at the counter, all the cameras have to be outside the windows. If you are looking from the counter out to the window, all the cameras have to be behind the counter."

Preparation for the commercial, at least on Allison's part, wasn't as extensive as one might think. There were no extended rehearsals, make-up sessions or long drives to locations. Nor were there lines to memorize.

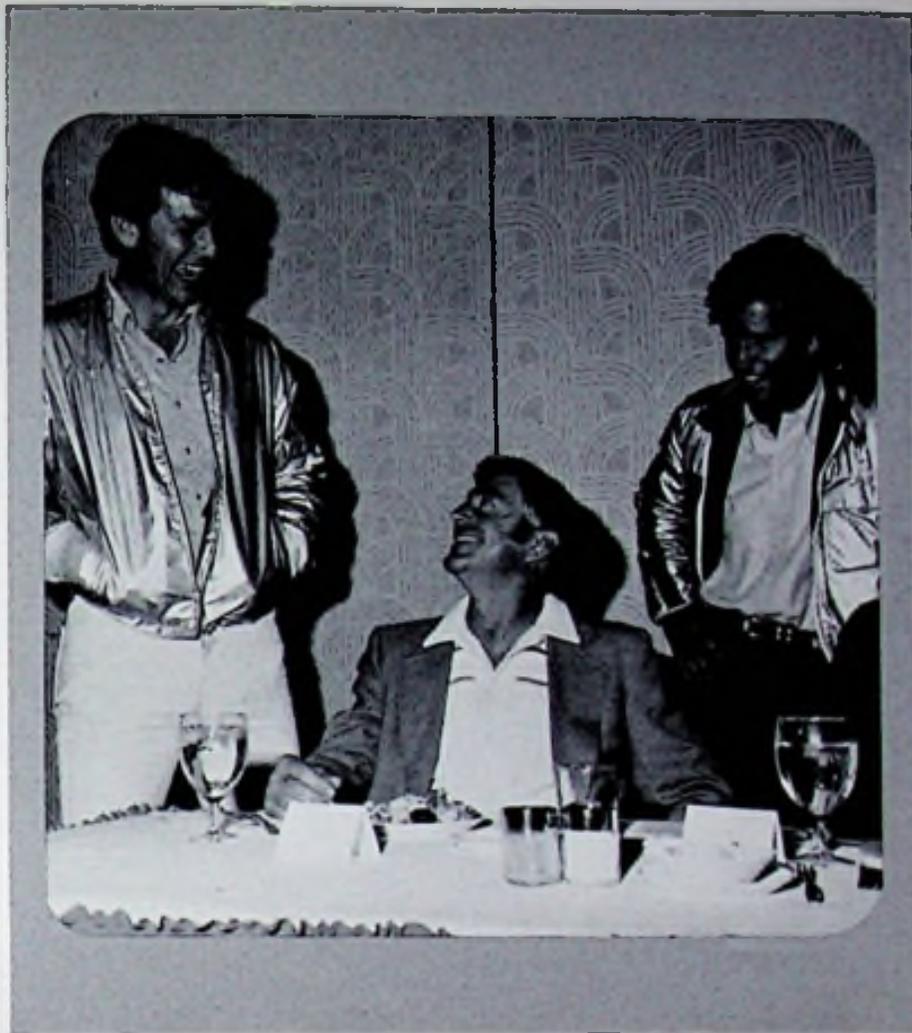
"I flew into Atlanta the night before we were going to film, and the director met with me and went over things," Allison said.

"He had just filmed a commercial with a football player and he was kinda hyped up about sports personalities anyway, so I guess I wanted to make sure I didn't foul up too bad.

"So I told him I wasn't going to memorize anything because that wasn't my field. He said OK, but there weren't going to be any cue cards or anything because they couldn't afford to have my eyes move.

"I looked at the script and I said, 'Shoot, this won't be any trouble. Since we're going to do this one scene at a time, the longest sentence I've got is about eight words long. So, I'll put it into my own words and dialect and hopefully I won't slow the process down.'"

The director accepted this grudgingly, hoping Allison wouldn't ham it up too much. As shooting progressed, he became more pleased with Allison's natural behavior and posture.



'Ernie', Bobby Allison and 'Runner' reenact their television commercial at a Hardee's press conference announcing their sponsorship of Allison on the Winston Cup circuit.

"The producer, director and writer were all there when we filmed," Allison said. "I think there were about 30 people there, all from New York. I'm sure they were nervous about this Southern driver doing their commercial, but as things went along they relaxed, and we all had a pretty good time doing the work."

Allison got along with McHale and his fellow actor — whose real name is Ernie, by the way — calling them both "neat".

"And the kids they hired were from right there in Atlanta," Allison said. "They just wanted to do it, man. With a little coaching they went right to work."

There were a few retakes because

of Allison's fluffs, but he wasn't the only one who goofed up on occasion. And after it was done, he realized acting, at least for a living, is by no means an easy task.

So, what does Allison think of his screen presence?

He doesn't know what to think.

"You won't believe this, but until this spring, I hadn't seen the commercial and neither had Judy. She was beginning to get a little hostile about it with me before we saw it, because people kept coming up to us and telling us how good it was.

"I think I'll stick to driving a race car for Hardee's and let the 'Runner' make the commercials.

"Racin's my game."

THE WINSTON CUP TITLE

How does a driver go about adding the Winston Cup title to his NASCAR Grand National driving resume?

Do all of the Winston Cup drivers get together in the garage area near the end of the season and vote among themselves to name the recipient of the title? Does a special Winston Cup committee decide the winner or does the driver who wins the most money throughout the year get to say he's the Winston Cup champion?

None of the above is correct.

The NASCAR Winston Cup Grand National Champion is decided each year via a complex points system that gives drivers points for each race in which he or she competes.

The driver who accumulates the most points in a single season, naturally wins the honor of Winston Cup Champion for that season. The driver with the second highest amount of points is the runner-up and so on down the list.

The Winston Cup title makes competition very keen in NASCAR's Grand National division and many drivers have said that winning the Winston Cup title is worth "at least a half million dollars".

The Winston Cup title is not the only honor that provides some of NASCAR's best competition. At each of the 31 Winston Cup races across the country there's actually two races within a race. Veteran drivers are trying to earn points toward the Winston Cup title while first year drivers are working hard toward the Champion Spark Plug Rookie-of-the-Year honor.

The Winston Cup racing season is divided into three segments, which are called legs. The first 10 races in the 31-race Winston Cup season are grouped in the "Winston Cup First Leg". The second 11 make up the second leg and the final 10 comprise the third leg.

If a driver is leading the Winston Cup point standings after the first 10 races, he's declared the "First Leg Winner," and that's worth \$10,000. The winners of the second and third legs also pick up an extra \$10,000 and the Winston Cup champion is awarded \$30,000 from the R. J. Reynolds Tobacco Company at the annual NASCAR Awards Banquet held each February during Speed Weeks at Daytona Beach, Fla.

If a driver finishes in the top-10 positions of each leg, that's also worth some extra cash, which runs from \$6,000 for second place to \$1,300 for the 10th place driver.

In accumulating his points toward the national driving title, the driver is awarded 175 points if he's the winner of a Winston Cup event. A second place finish is worth 170 points and the scale drops five points per position for the first six positions. The scale continues dropping by four points through 11th position and then drops three points per position through the remainder of the starting field.

A driver can benefit by leading a single lap or the most laps in a race. Each driver that leads a lap in the race is awarded five additional bonus points and the driver that leads the most laps is given another additional five bonus points.

If the winner of the Winston Cup event also leads the most laps in the race, his win is worth 185 Winston Cup points.

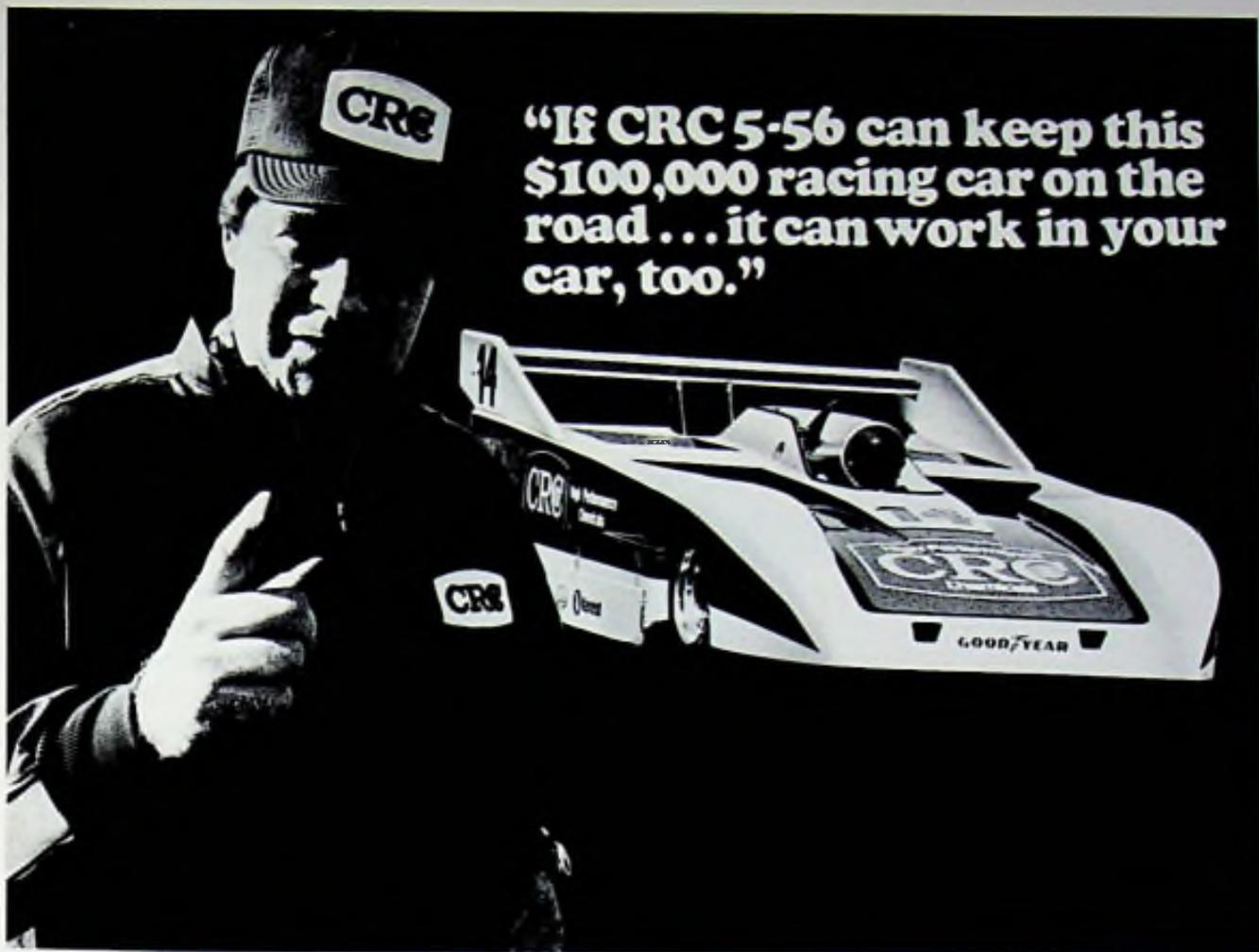
The Rookie-of-the-Year point system works in much the same way, with bonus points added at the end of each Winston Cup leg and the end of the season. The rookie challengers get even more points when a five member panel — which includes NASCAR's Executive Vice President, Director of Racing Operations and Competition Director, Winston Cup Grand National Director, News Bureau Director and reigning Winston Cup champion — gets together at the end of the season and vote on each of the rookie challengers in three different areas.

The first year drivers officially entered in the Champion Spark Plug Rookie-of-the-Year competition are awarded points for entering a Winston Cup race, finishing in the Top-10 and posting the highest finish among the Rookie-of-the-Year challengers. The highest finishing rookie is awarded 10 points, the second highest finisher nine, the third highest eight, and so on through 10 competitors. The rookies are given bonus points for finishing in the Top-10 with the same 10-to-1 scale being used. The winner of the race would get 10 bonus points if he were a rookie while the 10th place finisher would receive one point. Each rookie challenger receives one entry point for each race he enters.

When it comes time to tally the points at the end of the season, the Rookie-of-the-Year challengers only count their best 15 finishes, creating tighter competition for the honor. □

THE WINSTON CUP POINT SYSTEM

Finish Position	Championship Points						
1	175	11	130	21	100	31	70
2	170	12	127	22	97	32	67
3	165	13	124	23	94	33	64
4	160	14	121	24	91	34	61
5	155	15	118	25	88	35	58
6	150	16	115	26	85	36	55
7	146	17	112	27	82	37	52
8	142	18	109	28	79	38	49
9	138	19	106	29	76	39	46
10	134	20	103	30	73	40	43



"If CRC 5-56 can keep this \$100,000 racing car on the road... it can work in your car, too."



**"REACH
FOR THE
CHEMICAL
POWER
TOOLS."**

There are 15,000 parts in most cars, including 5,000 that move. And you need a lot of tools to take care of them.

One vital tool that you should always have on hand is a fantastic lubricant and penetrant, CRC 5-56. We call it the chemical power tool.

With this one great can, you can free frozen nuts and bolts... and keep the thousands of parts from squeaking and squealing. It can even help keep your other tools from rusting, too.

So, when you're working on your car... make it easy on yourself. Pick up one of CRC's chemical power tools. Like CRC CLEAN-R-CARB to keep your carburetor running clean. Or CRC BRAKLEEN, America's number one brake parts cleaner.

And, don't forget 5-56. It's the one tool you can't do without.



CRC CHEMICALS
885 Louis Drive
Warminster, PA 18974

A Dream Fulfilled For Rookie Mike Alexander



By STEVE WAID

Mike Alexander was one lucky 10-year-old living in Nashville 13 years ago.

Unlike his buddies, who had to be content with a few trading cards or posters of their idols, Mike's slept in the bunk across from him. Imagine that. How many kids in the country are fortunate enough to hear their heroes snore?

Mike's main man was NASCAR Winston Cup driver Darrell Waltrip, and it can be safely said he was Alexander's Captain America.

"I did everything like him," Alexander said. "I tried to dress like him, talk like him and everything else. Since he was a race driver, I dreamed of being one just like him."

For Alexander, that dream has come true. Maybe he's not exactly a Waltrip, but he is nonetheless a race driver, and when the green flag falls today, Alexander will compete in a Rogers Racing Team Buick against Waltrip.

His rise to major league stock car racing has been remarkably like Waltrip's. Both are past late model sportsman champions at Nashville Raceway. Both drove for the same sponsor, Mike's father, R. C.

"That's how we ended up rooming together," Alexander said. "Darrell lived with us for three months. He was racing with dad, but this was before he started winning all those races at Nashville. He was in the process of getting married and was running back and forth from Nashville to Owensboro, Ky.

"Darrell was an idol to me, really. When you're small, you really need a person to look up to, to want to be like. That's the way it was with Darrell."

The 34-year-old Waltrip has been a close friend of Alexander since those early days, helping the younger man along while advancing his own career, which now includes 30 Grand National victories.

"Mike was just a little toad when I lived with him," Waltrip recalled. "But he was always polite, saying 'yes, sir' and 'no, sir', things like that. He's always respected his elders. He's just a super nice kid."

The 23-year-old Alexander is diminutive with fresh-scrubbed good looks. His ride with the Rogers team is his first in Winston Cup racing, and he views it as the ideal opportunity to break into his favorite sport.

"I think it's a golden opportunity for a kid like Mike, also," said

Waltrip. "He's relatively inexperienced in terms of racing and time on a track, but he has the desire and I think he fits into his new situation perfectly.

"But I always kid him. I tell him when he grows up he's gonna be a nice little man."

Waltrip still lends a helping hand whenever needed. "If I've got problems, I try to find Darrell

qualifying record in time trials prior to the Virginia 500 earlier this year.

"I've been with the team since the Carolina 500 at Rockingham (in March)," said Alexander. "We're definitely not just another team, because everyone is just too competitive. Of course, a team is just like a new car. It takes a while to work the kinks out of it. But I

"I think it's a golden opportunity for a kid like Mike. He's relatively inexperienced in terms of racing and time on a track, but he has the desire and I think he fits into his new situation perfectly."

— Darrell Waltrip



or Bobby (Allison). What Darrell will do is let me try to work it out for myself and if I can't solve the problem, he's there to help me out," said Alexander.

"There's a little problem, though," Waltrip added. "Mike is so darn small I can't fit in his car seat. So that means I can't drive the car. I always tell him he's got no excuse for running over somebody because he sits right in the windshield."

Alexander is hooked up with crew chief Raymond Kelly, who formerly worked with Kyle Petty. The Rogers team, with Alexander behind the wheel of its cars, set a

can guarantee that you will hear more from us in the future."

Since Waltrip makes his home in Franklin, Tenn., it's natural he and Alexander have formed the roots of a "Tennessee Gang" to rival the "Alabama Gang" of Bobby and Donnie Allison and fellow Hueytown resident Neil Bonnett.

"That," said Alexander, "sounds fine to me. But there's one thing. Darrell might have been my hero, but now I want to beat him. To heck with all that idol stuff." □

Steve Waid is the Executive Editor of Grand National Scene.

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HAPPINESS

The Team Of Darrell Waltrip And Junior Johnson Is Like A Marriage Made In Heaven



By MIKE HARRIS

It was only an hour before the start of the CRC Chemicals Rebel 500 at Darlington last April, but a relaxed Darrell Waltrip was walking through the garage area laughing and talking with anybody who approached him.

Someone walked up and said, "Darrell, I've never seen you looking happier." The driver replied, "Why shouldn't I be happy, I'm driving for Junior Johnson, we're winning races and

I've got Mountain Dew as my sponsor. If I wasn't happy, I'd be stupid."

Nobody is accusing the tanned, handsome Waltrip of being stupid. In fact, the product of Franklin, Tenn., has proved to be quite canny both on and off the track.

And his association with Junior Johnson appears to be a marriage made in heaven.

"Working for Junior is a tremendous feeling," Waltrip said. "The man knows this business as well or better than anybody, and he goes first class. And, after what I've gone through the past few years, I feel like I've died and gone to heaven."

Waltrip began his NASCAR Grand National stock car career in 1972 as a 25-year-old rookie. He won his first Grand National race in 1975 at Nashville and really hit his stride two years later when he joined the DiGard team.

However, his turbulent relationship with the owners of that team, the Gard-

ner brothers, marred his happiness as Waltrip won six races in 1977, six more in 1978, seven in 1979 and five more in 1980.

"It should have been the happiest time of my life, but the whole thing was a struggle," Waltrip says. "The chemistry, or something, wasn't right."

However, late in the 1980 season, three-time Winston Cup champion Cale Yarborough announced he was giving up his seat in Junior's car in order to cut back on his racing time and spend more time on his private business and his family.

"I wasn't sure he could get out of his contract with them (the Gardners)," Johnson said. "But I knew he was the driver I wanted."

There were some harsh words said and written, as well as a whole lot of legal maneuvering, but the 34-year-old driver started the 1981 season in the driver's seat of the green-and-white Mountain Dew Buick.

"We started out slow," Waltrip says. "Things just weren't going well for a while. But Junior didn't put any pressure on me at all. The only pressure was what I put on myself because I wanted to do well for him and for me.

"But he told me, 'we'll be winning races before too long.'"

Junior was right. The first victory for the Mountain Dew Buick came at the Richmond 400 in the third race of the season. Waltrip followed that with a triumph in the Carolina 500 the next week, and the new dynamic duo was off and running.

"Darrell is certainly one of the cream of the crop as a driver," says Johnson, who was one of the early greats of stock car racing, as well as an outspoken man in the same mold as Waltrip.

"The biggest portion of his career is ahead of him," Johnson added. "He's just going to get better and better and better."

It's a fact that Waltrip may be nearing the pinnacle of his career much the way Yarborough was when he hooked up with the "Baron" of Ronda, N.C.

"With Cale, we noticed he had his best years from the time he was about 36 until he was 38. Darrell is getting to that point and I think that's what's going to happen," Johnson said. "With the experience he's had and the talent, he's going to be something to watch."

Johnson also points out that Waltrip is not just the driver of the slick-looking Regal, but also is an integral part of the "Dew Crew," as the team likes to bill itself.

"He's very picky about the car and the way he wants it set up," Junior noted. "Darrell's just not satisfied until it's just right.

"Cale left that part of it up to me and the crew, but he (Waltrip) wants to be involved until he gets things the way he wants them out on the track. I don't mind that a bit . . . as long as all of us reach the same conclusions."

So far, the triumvirate of Johnson,



It's Victory Kisses For Darrell Waltrip

Waltrip and crew chief Tim Brewer have been in nearly full accord, much to the regret of the other top contenders on the Grand National circuit.

In fact, some veteran observers of the stock car scene feel that an almost paternal bond has developed between car-owner and driver.

During his driving days, Robert Glen "Junior" Johnson was, like Waltrip, a charger. One of the hard-driving cadre of youngsters from the hill country of the South, Johnson learned his lead-foot style of driving staying ahead of government agents trying to stop the heavy flow of moonshine whiskey, then sliding around the dirt track bullrings that made up the bulk of stock car racing at the time.

Eventually, he hit the bigtime with a loud splash, winning 45 of his career total of 50 Grand National races from 1958 through 1965. He won a personal high of 13 races in 1965, then got out from behind the wheel and became the boss.

His teams had won 77 races going into the 1981 season, with Yarborough piloting his cars to Winston Cup titles in 1976, 1977 and 1978 — an unprecedented string of titles.

LeeRoy Yarborough and Bobby Allison also drove for him during that first 14 years.

Waltrip, known to some as the leader of the "second wave" of NASCAR greats, appears to follow easily in the footsteps of those three driving stars. His first 27 victories — the total going into this season — have come in almost record time, and his flamboyant style and outspoken behavior have created a public image that evokes some reaction from almost everyone — whether it be love or hate.

The Owensboro, Ky., native won his spurs on the Winston Cup trail with the help of his first crew chief, J. C. Elder. Together with his experience in late model stocks, sportsman and modified cars, that gave Waltrip the tools for a fast start.

He pulled off a real coup by leading seven laps of the Talladega 500 in his first shot at a superspeedway, as a rookie in 1972. But he also found out how tough it can be in the big time.

"If a young driver is fast and brave and ambitious, he can make some quick progress in other types of racing," Waltrip has said. "But it isn't that way in NASCAR.

"When I first got into this thing, I made up my mind to ride the tide, no matter what happened. For a few years it's nothing but hard work; the money's not there, the glory's not there.

"This NASCAR is tough. It's the toughest racing there is."

But, now, he's rounded off all the sharp corners of his ability, he's enjoying his racing and his life and it appears the sky is the limit.

"I'd like to win a lot of money, a lot of races and a lot of championships," Waltrip says.

Johnson doesn't see any reason his driver can't do all of the above.

"He's not tensed up and hyper like he's been so often in the past few years," Junior explained. "Now he's relaxed, but he still seems determined to prove he can do the job. I believe he can." □



The Mountain Dew Buick

Mike Harris is the Associated Press' Motorsports Editor

The Winston Cup Drivers



J.D. McDuffie

Birthdate: Dec. 5, 1938
Weight: 195
Height: 5'11"
Home: Sanford, N.C.
Marital Status: Wife, Ima Jean
Children: Jeff, Linda
Crew Chief: Jimmy Byrd
Sponsor: Bailey Excavating



David Pearson

Birthdate: Dec. 22, 1934
Weight: 175
Height: 5'11"
Home: Spartanburg, S.C.
Marital Status: Wife, Helen
Children: Larry, Rick, Eddie
Crew Chief: Harold "Frog" Fagan

Lennie Pond

Birthdate: Aug. 11, 1940
Weight: 145
Height: 5'7"
Home: Attrick, Va.
Current Residence: Chester, Va.
Marital Status: Wife, Jane
Children: Lyndsey, Lennie Kent



D.K. Ulrich

Birthdate: April 10, 1944
Weight: 195
Height: 6'
Home: Woodbury, N.J.
Current Residence: Charlotte, N.C.
Marital Status: Wife, Carolyn



Tommy Gale

Birthdate: Sept. 10, 1934
Weight: 200
Height: 6'
Home: McKeesport, Pa.
Current Residence: N. Huntington, Pa.
Marital Status: Wife, Jane Ann
Children: Tommy
Crew Chief: Elmo Langley
Sponsor: Sunny King Ford-Honda



Dick Brooks

Birthdate: Apr. 14, 1942
Weight: 174
Height: 5'10"
Home: Porterville, Calif.
Current Residence: Spartanburg, S.C.
Marital Status: Wife, Stephanie
Children: Stacy



CARD GAMES

In Racing, The Crew Chiefs Are The Real Gamblers . . .

By JODY MEACHAM

While Darrell Waltrip and Harry Gant were locked in a bumper-to-bumper duel for the lead in a Winston Cup race, another duel, more like a card game was going on in the pits.

First, someone from Junior Johnson's crew would go over the wall and sweep out Waltrip's pit area, an indication, perhaps, that he'd be pulling in soon for the fuel he'd need to finish the race.

Next over the wall would be one of Gant's crew members carrying a message board — maybe the call for his pit stop.

Lap after lap, the feinting continued until at last Waltrip was forced to head in for gasoline. Travis Carter, Gant's crew chief, had called Waltrip's hand and he would nearly make it pay off in victory by beating Waltrip's pit time on his own stop.

"What we were trying to do is make them stop first," Carter recalled. Many times the other team knows that under the circumstances, they've got to make the good stop. And in my view, it puts the pressure on the man who makes the first stop to show his hand and the other guys can make their decision based on that."

Racing is a gamble, but it's not the

driver nor the car owner who is holding the cards.

It's the crew chief, the man in the pits with the radio headset and the tire gauges, who plots strategy and makes the critical decision. He decides when to pit, whether to change tires and which ones to change.

And the good crew chief will turn a simple pair of fives into a winning hand if someone falls for his bluff.

"The driver's racing and he's got his hands full," says Waddell Wilson, crew chief on Bobby Allison's Hardee's racing team. "You don't want to disturb his concentration. He can't see everything out on the track, so he can't do too much

'The driver's racing and he's got his hands full. You don't want to disturb his concentration.'

— Waddell Wilson

planning. There's no use discussing much strategy with him . . . and you don't want to discuss too much strategy over the radio because you can never tell who might be listening in," Wilson added.

Instead, it's up to crew chiefs to play the cards dealt them on the first pit stop of a race.

Tires are the key cards. When he gets temperature, pressure and wear readings from the first set of used tires, a crew chief like Wilson or Johnson knows exactly what chassis adjustments are needed to make the car handle better and ultimately allow the driver to turn quicker laps.

Another card is gas mileage, and the first stop will let the crew chief figure that down to a lap or two.

Once he's seen his cards, the crew chief's job turns to finding out what kind of hand the other teams are playing with.

"Sometimes I have had people fake a tire change," said Carter, who learned to play from the master card shark on the Winston Cup circuit, Junior Johnson. "They'll just send a guy around the car with tires like they're going to change tires, but not touch the wheels. They're hoping the others will get suckered into changing tires and lose time in the pits."

Dale Inman, crew chief for cousin Richard Petty until earlier this year, is also one of the best. He practically won last February's Daytona 500 by himself by waiting until after the other leading teams had pitted for fuel and tires. Then he called in Petty, who had been trailing, for gasoline only. The saved time in the pits was the difference in the race.

"The idea is that the other man has showed his hand and it's up to you to beat it," said Inman, now Dale Earnhardt's pit strategist.

But there are other ways to peek at the competition's cards, says David Ifft, who was crew chief for Benny Parsons and the M. C. Anderson racing team last year.

It was the World 600 a year ago and Parsons was getting excellent tire wear, while Darrell Waltrip, who was racing Parsons for the lead, appeared to be having problems with his tire wear.

Ifft decided to make Waltrip stand on his poor hand and called Parsons in early for fuel only. That forced Waltrip to forsake his planned tire change to keep from losing time in the pits. □

Jody Meacham is the motorsports writer for the Charlotte (N.C.) News.

MISS WINSTON

Margret Claud

Margret Claud will be representing Winston Cigarettes as a Miss Winston for the 1981 NASCAR Winston Cup racing season.

A 22-year-old senior at Elon College in Burlington, N. C., Margret will be assisting with trophy presentations and victory lane ceremonies at the Winston Cup races as well as assisting in the press box, distributing information to the news media covering the Winston Cup races.

Margret is from Richmond, Va. and is majoring in Secretarial Science and Public Relations and is very active in outdoor sports. Some of her hobbies include racquetball, snow skiing and touch football.



Penny Pitts

Penny Pitts will also be representing Winston Cigarettes as a Miss Winston for the 1981 NASCAR Winston Cup racing season.

A professional model, residing in Charlotte, N. C., Penny's duties will include assisting with victory lane ceremonies and trophy presentations as well as assisting the news media in the press box.

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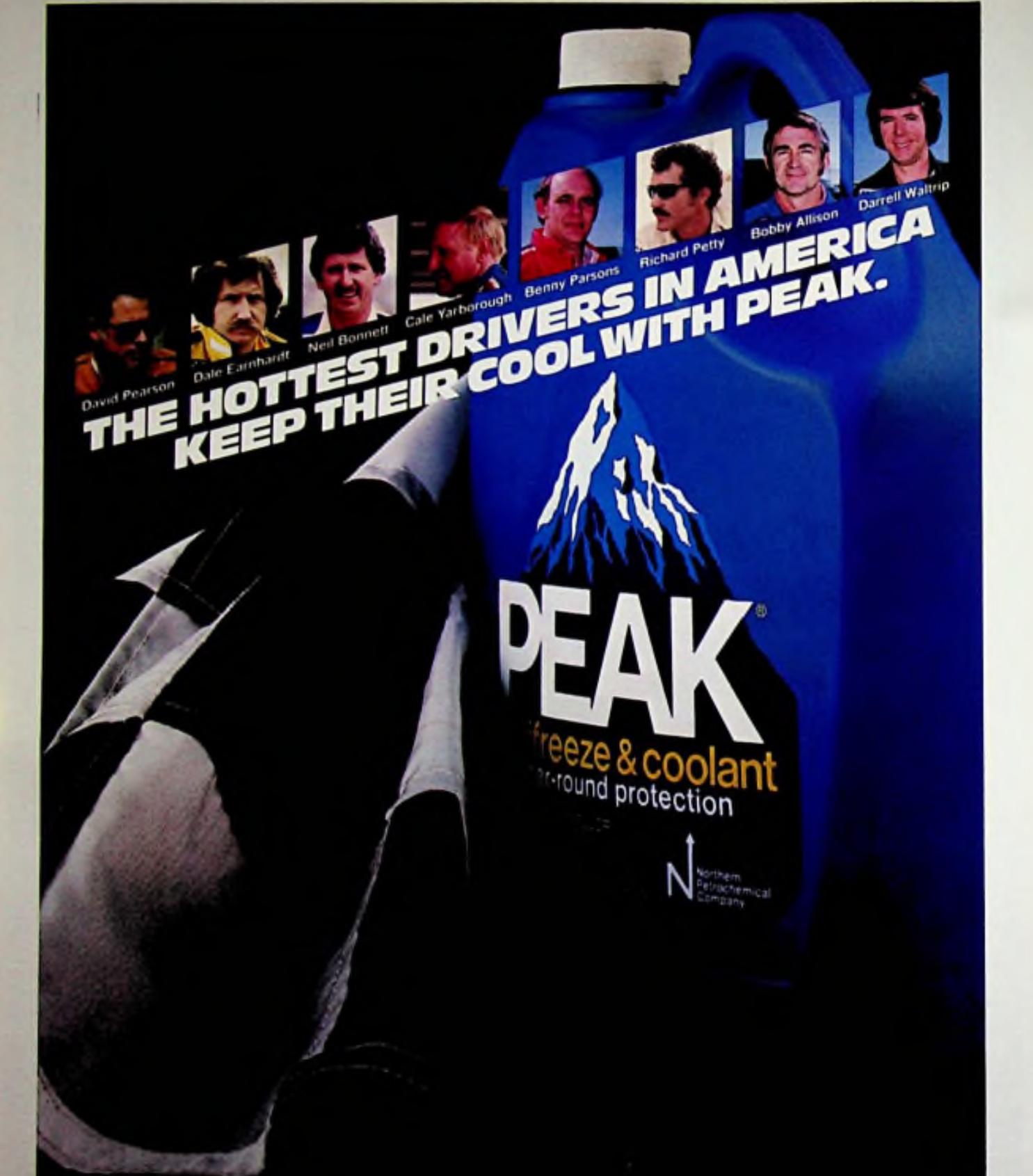
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The Winston Cup Drivers



Jimmy Means

Birthdate: May 29, 1950
Weight: 130
Height: 5'11"
Home: Huntsville, Ala.
Marital Status: Wife, Marsha
Children: Bradley, Loree Ann
Sponsor: Broadway Motors



Dick May

Birthdate: Nov. 7, 1930
Weight: 185
Height: 5'9"
Home: Watertown, N.Y.
Current Residence: Charlotte, N.C.
Marital Status: Wife, Joyce
Children: Joanne, Pattie, Rex

Donnie Allison

Birthdate: Sept. 7, 1939
Weight: 175
Height: 5'9"
Home: Hueytown, Ala.
Marital Status: Wife, Pat
Children: Pam, Kenny, Ronald, Donald
Crew Chief: Harry Hyde
Sponsor: Warren Fabricating



Kyle Petty

Birthdate: June 8, 1960
Weight: 190
Height: 6'2"
Home: Randleman, N.C.
Marital Status: Wife, Pattie
Children: Adam Kyler
Crew Chief: Raymond Kelly
Sponsor: STP



Baxter Price

Birthdate: Nov. 29, 1938
Weight: 195
Height: 6'1"
Home: Monroe, N.C.
Marital Status: Wife, Patsy
Children: Martin, Natasha

John Anderson

Birthdate: April 20, 1944
Weight: 172
Height: 6'
Home: Massillon, Ohio
Current Residence: Charlotte, N.C.
Marital Status: Wife, Mary Ann
Children: Jodi, Tami



The Winston Cup Speedways

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P.O. Box 777, Talladega, Alabama 35160
(205) 362-2261

ATLANTA INTERNATIONAL RACEWAY

1.522 Mile
P. O. Box 500, Hampton, Georgia 30228
(404) 946-4211

BRISTOL INTERNATIONAL RACEWAY

.533 Mile
P. O. Box 3966, Bristol, Tennessee 37620
(615) 764-1161

CHARLOTTE MOTOR SPEEDWAY

1.5 Mile
P. O. Box 600, Harrisburg, North Carolina 28075
(704) 455-2121

DARLINGTON INTERNATIONAL RACEWAY

1.366 Mile
P. O. Box 500, Darlington, South Carolina 29532
(803) 393-4041

DAYTONA INTERNATIONAL SPEEDWAY

2.5 Mile
P. O. Drawer S, Daytona Beach, Florida 32015
(904) 253-6711

DOVER DOWNS INTERNATIONAL SPEEDWAY

1 Mile
P. O. Box 843, Dover, Delaware 19901
(302) 874-4600

MARTINSVILLE SPEEDWAY

.525 Mile
P. O. Box 3311, Martinsville, Virginia 24112
(703) 956-3151

MICHIGAN INTERNATIONAL SPEEDWAY

2 Mile
12626 U. S. 12, Brooklyn, Michigan 49230
(517) 592-6671

NASHVILLE INTERNATIONAL RACEWAY

.596 Mile
P. O. Box 40048, Nashville, Tennessee 37204
(615) 242-4343

NORTH CAROLINA MOTOR SPEEDWAY

1.017 Mile
P. O. Box 500, Rockingham, North Carolina 28378
(919) 582-2861

NORTH WILKESBORO SPEEDWAY

.625 Mile
P. O. Box 337, North Wilkesboro, North Carolina 28659
(919) 667-6663

POCONO INTERNATIONAL RACEWAY

2.5 Mile
P. O. Box 500, Mt. Pocono, Pennsylvania 18344
(717) 648-2300

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P.O. Box 9257, Richmond, Virginia 23224
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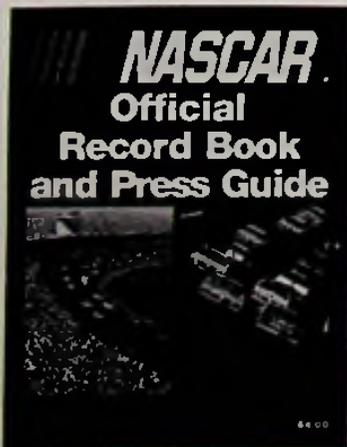
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ALLOW THREE WEEKS FOR DELIVERY



TIM RICHMOND

HOME: ASHLAND, OHIO
BIRTHDATE: JUNE 7, 1955
HT. 5-9" WT. 160



Tim Richmond started racing in 1976 and it didn't take long for fans and competitors alike to take notice of him. He was the USAC Sprint Car Rookie-of-the-Year in 1978 and was the 1980 Rookie-of-the-Race in the Indianapolis 500. Driving the UNO-sponsored mount, Richmond has launched an all-out effort on NASCAR's Winston Cup circuit and through the first half of the season, maintained second place in the Champion Spark Plug Rookie standings. He took top rookie honors in the CRC Chemicals Rebel 500 at the track that is called the most demanding on the circuit, Darlington International Raceway. He followed that with a sixth-place finish in the Winston 500 at the fastest speedway on the circuit, Alabama International Motor Speedway in Talladega. Blessed with an engaging personality and a great deal of natural talent, the young Ohio driver is determined to make his mark in Winston Cup competition.

ROOKIE CHALLENGER

GODFATHER

RALPH SALVINO'S CHANCE START AT STP A JOB OFFER HE COULDN'T REFUSE

By TOM HIGGINS

His appearance left a huge crowd at Daytona International Speedway and a national television audience puzzled.

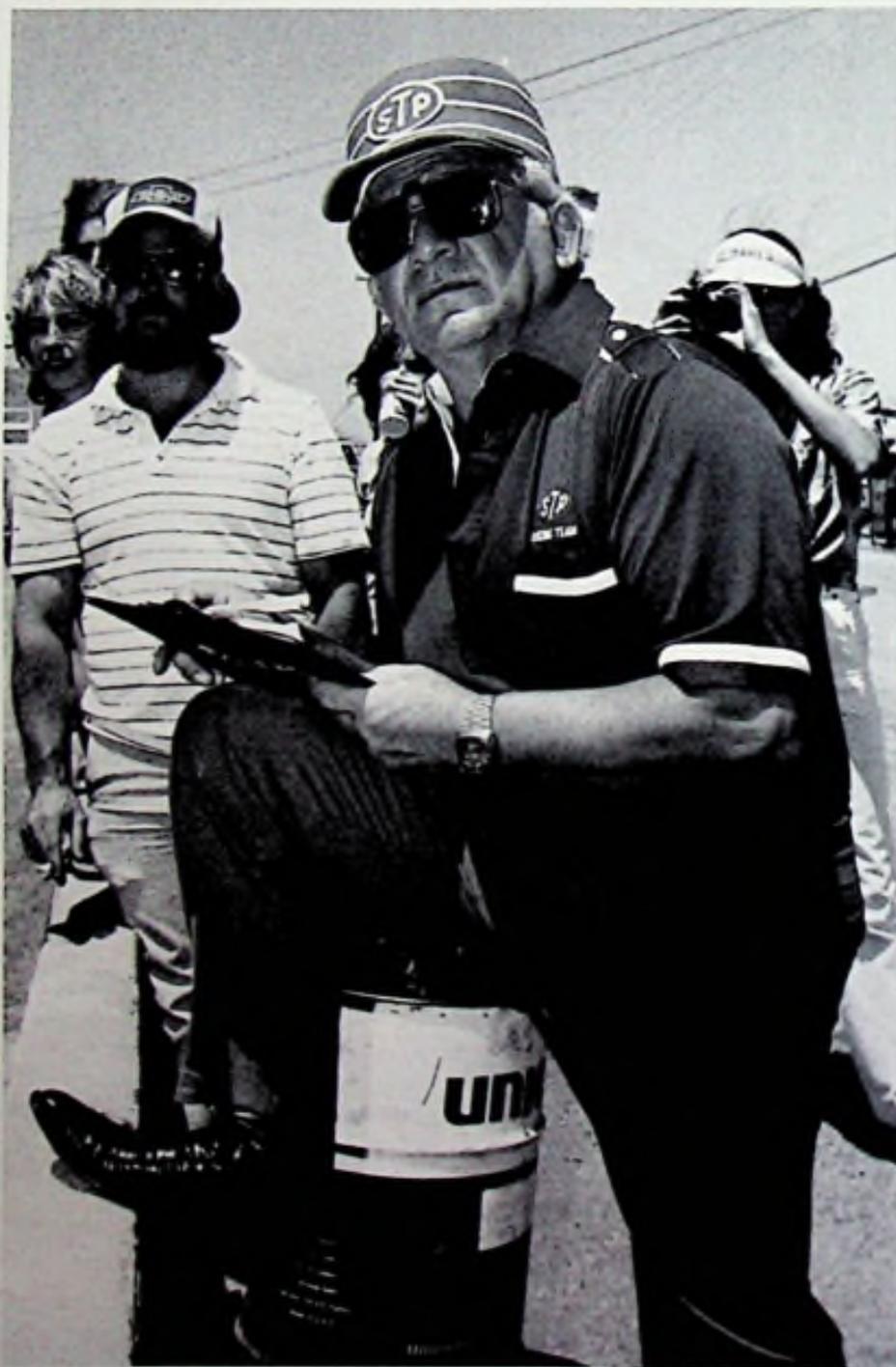
He was perhaps the only person, short of the president or the pope who could have stopped Richard Petty's Buick after Petty won an unprecedented seventh Daytona 500.

Richard Petty, his Buick out of gas, coasted onto pit road. The jubilant Petty Enterprises crew started pushing the car toward victory lane when suddenly the famed driver signalled the crew to halt. A dapper, blazer-clad figure darted from the crowd and bounced onto the hood of No. 43, thrusting his fist skyward in triumph.

"Who is this guy?" a lot of people asked.

Answer: "The Godfather."

Translation: That's Ralph Salvino, director of motorsports programs for the STP Corporation, Petty's long-time sponsor.





Salvano rode to the Daytona 500 victory lane on the hood of Richard Petty's race car.

A couple years ago Salvano was dubbed the "Godfather" by a writer who covers the Winston Cup circuit regularly and the monicker has stuck.

Not only that, but everytime Salvano appears in the Winston Cup garage area, many of the drivers, crewmen and press covering the event kneel and kiss his ring. It's a genuine gesture of warmth at seeing him as well as a joke.

But 20 years ago Salvano was laying brick in his native Pittsburgh.

"Then, lucky for me I was struck

with tennis elbow," Salvano recalled. "I had to have my arm operated on and they told me I would never be able to lay brick again.

"I was at a loss as to what to do. My wife, Doris, had some relatives in California, so we decided to go out there and hope for the best. We sold our home and furniture, loaded up our boys, Rick and Wayne, who were just little fellows then, and took off.

"Every time we stopped for gas I had to put three or four quarts of oil

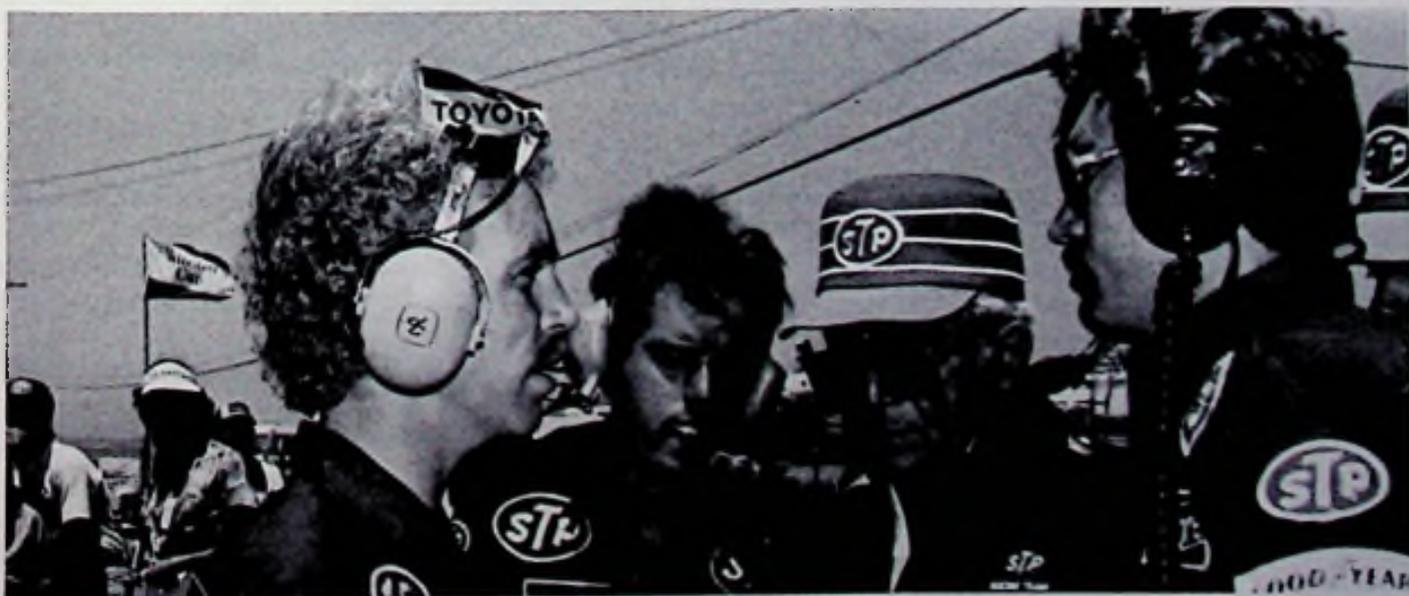
in our old station wagon. I was moaning about this at a service station in Tulsa, Oklahoma and the station attendant told me I ought to try a new product called, STP. I told him to go ahead and put some in the oil . . . it couldn't hurt.

"This isn't a testimonial, it's true . . . That ol' flivver only used a couple more quarts of oil the rest of the way to the west coast."

Salvano shook his head in wonderment, then continued:

. . . continued

Ralph Salvano compares notes with the STP racing crews of Richard and Kyle Petty.



"Talk about small worlds. When we got to California I started scanning the classified ads in the papers hoping to find work. Finally there was this ad that just jumped right out at me, even though it was relatively small. STP was looking for salesmen.

"I went to work within a couple days. They threw a load of STP in the back of the wagon and told me to start calling on service stations. I was to get a \$5 commission per case. I'll never forget, the first day, I sold a grand total of six cans."

Things improved rapidly.

Soon Salvino was Sales Manager for the West Coast and he met racing promoter Les Richter and J. C. Agajanian. And STP, which stands for Scientifically Treated Petroleum, gradually got involved in the sport.

In 1970 the company opened negotiations to sponsor a car on NASCAR's Winston Cup Grand National circuit.

"We didn't know for sure it was going to work out, so I kept waiting for a call," said Salvino. "Finally it came. They told me from Chicago to go over to the Riverside track for the summer race and put our decals on No. 43. It was a tremendous thrill for me, and Richard winning the race enhanced it even more."

In 1975 Salvino was named director of all motorsports programs for the company, including NASCAR, U. S. Auto Club, Sports Car Club of America and CART.

He's fair to everyone, of course, but there's no denying the Petty operation is his pride and joy. That was plain last November when STP signed Richard and his son Kyle to lifetime contracts.

"There have been a lot of wonderful experiences," said Salvino. "The 1979 Daytona 500 win, breaking our winless streak stands out . . . so does the win in this year's Daytona 500.

"Richard had a lot of problems last year . . . that bad wreck at Pocono for example . . . and it was tremendously gratifying to see him come back from all that."



Ralph Salvino was awarded the Buddy Shuman Trophy from Champion's Tony Mougey in 1980.

There are a lot of Salvino anecdotes.

Such as the time two motorsports writers were talking while awaiting a flight at Los Angeles International Airport. One caused some strong stares and whispers when he loudly proclaimed that "I'm gonna have the Godfather take care of so-and-so."

Through the years Salvino has received numerous honors and awards. Last year STP gave him a trip anywhere in the world in recognition of his standing as the company's senior employee from point of service. He went to his native Italy to meet cousins and relatives he had never met before.

He was honored with the Buddy Shuman Award at the NASCAR

Awards Banquet in 1980, which is given annually by the Champion Spark Plug Co. to the person that has contributed the most to motorsports during the past year. He has been the recipient of the National Motorsports Press Association's (NMPA) Joe Littlejohn Award and shared the organization's Myers Brothers Award with Champion Spark Plug Co. earlier this year.

But one of the Godfather's most treasured trophies, however, is a gift he received from a writers' group in 1979 along with a plaque of appreciation.

It was a toy tommy gun. □

Tom Higgins is the motorsports writer for the Charlotte (N. C.) Observer.



RON BOUCHARD

HOME: FITCHBURG, MASS.
BIRTHDATE: NOVEMBER 23, 1948
HT. 6' WT. 210



Ron Bouchard, with a wealth of Modified racing experience under his belt, took over the controls of the Race Hill Farm entry in March and was the third fastest qualifier in his first Winston Cup event, the Valleydale 500 at Bristol, Tenn. In setting his sights on the Champion Spark Plug Rookie-of-the-Year title, Bouchard is backed by an experienced team led by Bob Johnson and owned by Jack Beebe. The handsome Massachusetts driver started racing in 1965 and has won numerous track championships as well as being named the most popular driver several times at Stafford Speedway in Connecticut. He picked up his first \$500 check as the top-finishing Champion Spark Plug Rookie Challenger in the Northwestern Bank 400 at N. Wilkesboro, N. C., and logged another top-10 finish at Martinsville, Va., where his short track racing experience proved a definite advantage.

ROOKIE CHALLENGER

HOW MANY MILES? HOW MANY LAPS?

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Nashville International Raceway 420 LAPS
Nashville, Tennessee 250 MILES

MOUNTAIN DEW 500

Pocono International Raceway 200 LAPS
Mt. Pocono, Pennsylvania 500 MILES

TALLADEGA 500

Alabama International Motor Speedway 188 LAPS
Talladega, Alabama 500 MILES

CHAMPION SPARK PLUG 400

Michigan International Speedway 200 LAPS
Brooklyn, Michigan 400 MILES

BUSCH 500

Bristol International Raceway 500 LAPS
Bristol, Tennessee 266.5 MILES

SOUTHERN 500

Darlington International Raceway 367 LAPS
Darlington, South Carolina 500 MILES

WRANGLER/SANFORSET 400

Richmond Fairgrounds Raceway 400 LAPS
Richmond, Virginia 216.8 MILES

CRC CHEMICALS 500

Dover Downs International Speedway 500 LAPS
Dover, Delaware 500 MILES

HOLLY FARMS 400

North Wilkesboro Speedway 400 LAPS
North Wilkesboro, North Carolina 250 MILES

OLD DOMINION 500

Martinsville Speedway 500 LAPS
Martinsville, Virginia 262.5 MILES

NATIONAL 500

Charlotte Motor Speedway 333 LAPS
Charlotte, North Carolina 500 MILES

AMERICAN 500

North Carolina Motor Speedway 492 LAPS
Rockingham, North Carolina 500 MILES

ATLANTA JOURNAL 500

Atlanta International Raceway 328 LAPS
Hampton, Georgia 500 MILES

WINSTON WESTERN 500

Riverside International Raceway 119 LAPS
Riverside, California 500 KILOMETERS



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Here's the solution.



THE V-6
BUICKS



HE'S KING RICHARD TO RACING FANS

By MIKE HARRIS

Richard Petty is putting the finishing touches on his legend.

Like Babe Ruth in baseball . . . like Jimmy Brown in football . . . like Oscar Robertson in basketball and like Maurice Richard in hockey. The mere presence of Richard Petty evokes a kind of magical response among his fans, and even among casual observers of auto racing.

The cheers are more intense when he is introduced; the excitement greater when he is challenging for the lead in a race and there is general exultation when he adds to his already impressive victory total.

Richard Petty has won more than \$4 million while winning almost 200 races on NASCAR's Winston Cup Grand National circuit in a career that has already spanned 24 years.

That's nearly 90 more wins than his closest competitor, David Pearson, who is three years older than Petty.

Petty's seven national driving titles, including the latest in 1979, are also unprecedented.

Speak of the "King" in auto racing circles and the reference is obvious.

And Petty, who turned 44 on July 2, is still going strong. He won his seventh Daytona 500 earlier this year. Only one other driver has been able to win the richest stock car race more than once.

And after winning his seventh Daytona 500, Petty showed he was still the man to beat when it comes to the speedways of a shorter length when he won the Northwestern Bank 400 at North Wilkesboro Speedway. That was Petty's 15th career victory on the five-eighths mile speedway.

Petty's legion of fans — and many just plain racing fans — appear to get a kick



The Famous No. 43 Petty STP Racer.

out of just seeing "King Richard" striding through the garage area at a track in his usual outfit of Petty Blue driver's suit, cowboy boots, a big feathered cowboy hat and a narrow cheroot-type cigar hanging from his lips.

And if they get the chance to approach the man, his fans usually find Petty friendly, gregarious and often inclined to inquire about their hometown, family and hobbies in a manner that suggests he really cares.

Time has not yet eroded the skills that have brought Richard Lee Petty to the top of his trade. But talk of retirement is inevitable when any athlete passes the age of 40.

For Petty, however, the idea of getting from behind the wheel is just another step in his racing career.

"I'm still going to make a living from racing when I stop driving," said the tall, slim man from Level Cross, N. C. "We need people to take over where I leave off and some of the rest of them (his older competitors) leave off."

With that statement, Petty gazes across the team's garage area toward his 20-year old son Kyle, a handsome youngster with a thick mustache and curly dark hair, who already has two years of driving experience on the Winston Cup circuit.

Kyle was NASCAR's first third generation driver and third in a line of Petty drivers to strap on a safety helmet.

Kyle's grandfather, Lee Petty, won three national driving championships

and is still fifth on NASCAR's all-time win list with 54 Grand National victories although he retired in 1961. The elder Petty also brought his son into what has become the family business.

In fact, Richard began in racing at the age of 14, building racing engines for his father.

There are some who expected Kyle to immediately have the talent of his father and grandfather through heredity. But Richard was not among them. He expected his son's coming of age in his sport to be slow, steady and sometimes a bit painful.

"When daddy and I first started running together in 1960, I wasn't that good of a driver," Richard said. "But I won (three) races. When he got hurt (Lee) in 1961, I didn't win but two races, then in 1962 I sorta took up the gap.

"I started winning in 1962 (nine races) and in '63 (11 races) and that was with only two or three years of experience. I don't know, but I doubt if Kyle can come on that strong because the competition is better today than when I came along."

There are varying opinions about the talent of the newest driving Petty, but he is making progress.

In 1979 Kyle drove to undistinguished finishes in five Winston Cup races. Last year he entered 15 events and finished in the top-10 six times, including three seventh place finishes. This year, he has signed a long-term contract with the STP corporation, which has sponsored Richard for a long time, and is scheduled

to run in all 31 of the Winston Cup races.

"He realizes he has a lot to learn. But he thought he knew more than he did," Richard said. "He proved that when he wrecked (in 1979) in Daytona and Charlotte. He's coming around though. Anytime anybody says anything about racing, he's all ears."

Nobody in the Petty family talks about the dangers of their sport. That's understood. But Richard still is a father and his reactions often are those of a parent.

Petty was working with his son's pit crew during a 1980 qualifying race at Daytona International Speedway when Kyle got involved in a wild melee in the fourth turn. Radio communications between the car and the pits suddenly stopped and Richard couldn't see what had happened.

He took off running, making a beeline straight to the scene of the accident several hundred yards away. But, when the worried father arrived at the scene, he found his son sitting cross-legged on the top of his battered car and unhurt and watching with apparent fascination while track safety crews untangled the wreck, cleaned the track and hauled away the broken cars.

"He was a little surprised to see me there," Richard said later, grinning around his cigar. □

Mike Harris is the Motorsports editor for the Associated Press.

Winston Cup Cars

Bobby Allison



Ricky Rudd



Winston Cup Cars

Darre Walcott



Dale Earnhardt



BACKYARD MECHANICS

Wrangler Crew Chief Doug Richert Says Don't Let The Job Intimidate You

Twenty-one-year-old mechanical wizard Doug Richert understands the fear that prevents so many people from working on their cars.

"Sure, today's automobiles are intimidating," Richert admits, "but don't forget that there still are lots of simple jobs you can easily learn to do yourself.

"Even if you've never laid a wrench on a car before, you can safely get started by changing your own oil, tires and spark plugs, for example. All you need is a little courage, an owner's manual, a friend for backup advice and a small investment in basic tools. The satisfaction, plus the money you'll save, is well worth the effort."

Richert should know what he's talking about.

A true product of California's motorized society, Richert maintains a sizable motorized stable of his own which includes a 1958 Chevrolet truck, a 1976 Ford station wagon, a Honda motorcycle and a Yamaha dirt bike.

But, more importantly, he is stock car racing's reigning champion crew chief.



Doug Richert leads a Dale Earnhardt pit stop.

After assuming the reins as chief of the Osterlund Racing Team early in the 1980 NASCAR Grand National stock car racing season, Richert led his teammates to the Sears Craftsman National Pit Crew Championship.

Sponsored by the Craftsman Tool Division of Sears, Roebuck and Company, the National Pit Crew Championship is conducted at 10 major Winston Cup Grand National races each season. Open to teams of the 10 fastest qualifying cars, the contest rewards the crew whose car finishes the race with the least total time in the pits.

During each Craftsman event, a special NASCAR timing team clocks every stop of the 10 competing crews. The fastest team wins \$2,100 and points toward a \$40,000 year-end prize fund that awards \$25,000 to the championship team.

In addition, Richert and his crew backed driver Dale Earnhardt to five victories, 24 out of 31 top-ten finishes and a record \$588,926 in winnings — culminating in the prestigious Winston Cup national driving title. All this happened in Richert's first term as crew chief and in Earnhardt's second full Grand National campaign.

In defense of their 1980 championships, Richert and his men are preparing and maintaining four Grand National race cars for Earnhardt to drive throughout the grueling 31-race nationwide schedule. In addition, Osterlund Racing will produce 15 or 20 race cars for other teams this year, making it one of the largest suppliers of major league stock cars.

"Take an ambitious program like ours, add extra time to repair crash damage,

and we have to know the easiest, fastest way to do a good job on our cars," states Richert. "Whether you only work on your car on weekends, or work on it every day like we do, a properly equipped garage and a basic set of good tools are the secrets to success."

Richert says a hydraulic floor jack, a pair of jack stands, a "creeper" and a drop light should anchor the equipment line-up for any home garage. "Both the jack and stands should be top quality . . . they're definitely the wrong items to save money on," he advises. "After jacking the car, never get under it without placing both stands at solid points under the frame."

"Once that's done, a creeper on rollers allows you to lie on your back and glide around under the car. And a drop light with plenty of cord will give you a good look at what you're doing."

A dry-chemical fire extinguisher is another priority on Richert's garage equipment list. "A nine-pound capacity bottle should handle the small flash fires that are most common around cars," he says.

Although they don't help do the work, Richert recommends several more items to keep things neat. "A shallow drip pan is a good investment. So is a bag of dry absorbent. In fact, kitty litter works just fine. Now, to get in the oil changing business, all you need is a filter wrench, catch pan and a filler spout for a total of about five dollars.

"Finally, plenty of rags, some waterless hand cleaner and a set of coveralls should make it more likely you'll be allowed back in the house," Richert adds with a smile.

Clean work clothes aren't a concern for Richert and the 21 other employees at Osterlund Racing. Sponsored by Wrangler, the team is completely outfitted for both work and relaxation.

A well-equipped shop isn't one of Richert's worries either. Located near Charlotte, North Carolina, the 18,000-square-foot Osterlund facility is one of the most sophisticated racing plants in the country. For example, it features a five-ton capacity overhead bridge crane that easily lifts a 3700-pound Grand National stock car, as well as a 25,000-pound surface plate that provides the



Stock car racing's national champion crew chief Doug Richert prepares race cars for driving champion Dale Earnhardt in an 18,000-square-foot garage valued at \$3 million. Although he is sympathetic to the fear many people have about working on their cars.

absolute precision needed to build winning race cars. Divided into six departments — parts, fabrication, machining, engine, body and race preparation — the Osterlund operation is valued at more than \$3 million.

"Saving money is the best reason for working on your own car, so it doesn't make sense to spend a fortune on tools. Six basic items should be enough.

"Start with an assortment of flat and star-head screwdrivers including a couple of short-shafted ones we call 'stubbies.' Add three pairs of pliers — conventional, needlenose and Arc Joint. Next, you need a set of 5/16- to one-inch wrenches. Then a 3/8" socket set, with the same size range, and a matching ratchet wrench. If your car requires metric tools, they're just as easy to buy and use as standard ones . . . so don't let that stop you.

"Throw in three hammers, including one with a rubber head, plus an assortment of punches, and you should be in

great shape. After a quick check of the Sears tool catalog, I figure you can own all these tools for about \$75 — that's half the cost of a tune-up on many cars."

Engine maintenance is the real key to a healthy car, Richert contends, and he thinks more people should tackle their own tune-ups.

While Richert has access to Osterlund's complex system of dynamometers, flow meters and gauges housed in a half-million dollar engine room, he says a basic tune-up kit should cost only about \$55. "All you really need to get started is a dwell meter, a timing light, spark plug socket, some small ignition wrenches and a feeler gauge. I promise you the mystery and fear will disappear as you read your owner's manual, the directions which come with the meter and light and, perhaps, a simple tune-up book. If you should get stuck, don't be afraid to ask for some advice. We all had to start at the beginning sometime," Richert concludes. □

The U.S. open



Walt Garrison answers your questions about smokeless tobacco.

Q: Walt, just what is Moist Smokeless Tobacco?

A: It's just what it says: Tobacco you enjoy without lighting up.

Q: How do you use it?

A: First, you don't chew it. Just take a small pinch between your thumb and forefinger, put it between your cheek and gum, and leave it there. The tobacco will slowly release its great flavor to give you real tobacco satisfaction.

Q: Is it hard to use?

A: Not really. When you first try it, the tobacco may move around in your mouth more than it should, and your mouth may water a bit more than you're used to, but getting the hang of "going smokeless" is all part of the fun. In a couple of weeks you'll be a "pro."

Q: Is there a difference between the three most popular brands?

A: Sure... **HAPPY DAYS** is a mild, satisfying blend of mint-flavored tobacco, while **SKOAL** is full-bodied with the added good taste of wintergreen. **COPENHAGEN** is a stronger, natural blend of choice tobaccos.



All three are packed in convenient cans and each is dated for freshness.

Q: Is the date on the can the expiration date?

A: No, it's the date of manufacture. It's our way of letting you know how fresh and moist our tobacco is.

Q: How much does "Going Smokeless" cost?

A: An average user "dips" about 1½ cans per week, and that's about a dollar's worth. Not bad, when you think how much everything else costs these days.

Q: Do a lot of people use smokeless tobacco?

A: A lot more than you think. Last year we sold over 325 million cans. And more and more people from every part of the country are "going smokeless" all the time. (Even loose-leaf chewers are mixing it in with their brands for extra flavor.)

Q: Where can I buy it?

A: Ask for it at your favorite tobacco counter; or mail the coupon below and you'll get a free can of **HAPPY DAYS** to try.

Thanks a lot, Walt...

A pinch is all it takes!"



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Hat @ \$3.95 each (One Size Fits All)	SKOAL		
		Sm Med. Lg. X-Lg.	
T-shirt @ \$3.95 each	COPENHAGEN		
T-shirt @ \$3.95 each	SKOAL		
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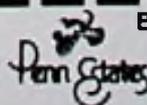


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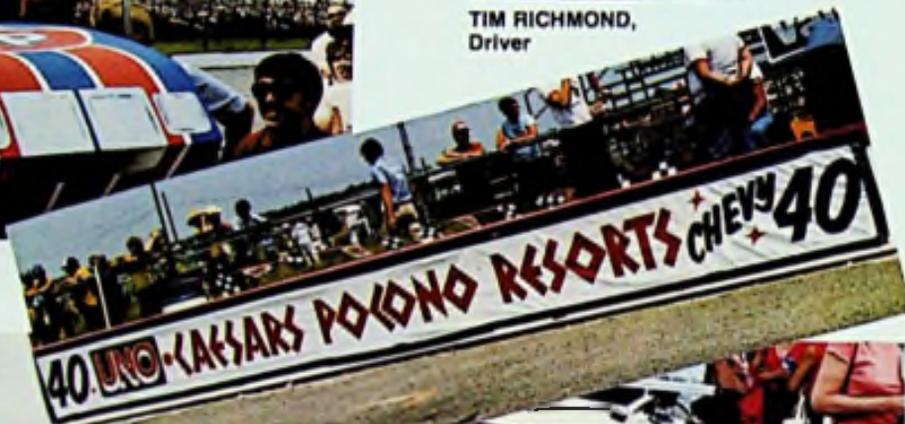
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TIM RICHMOND, Driver



Bill France, Sr. with Ralph Seagraves of R. J. Reynolds Co.



Sally Jacoby in Pocono's Mazda Pace Car for 1980 and 1981.

Bill Dimmick of Pocono and Bob (UNO) Tezak present a check to pole sitter (1980) Cale Yarborough.

Dr. Joseph Mattioli of Pocono Raceway and Bill France, Jr., of NASCAR confer at start of race.



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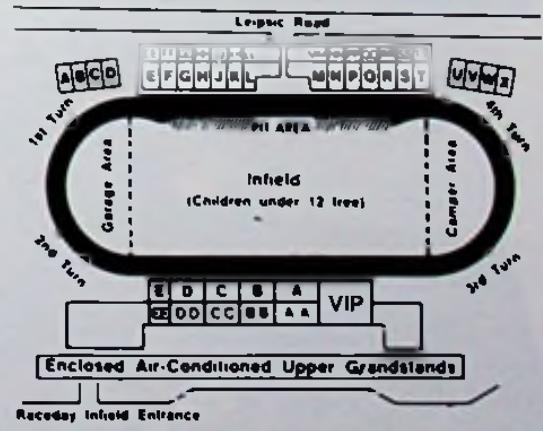
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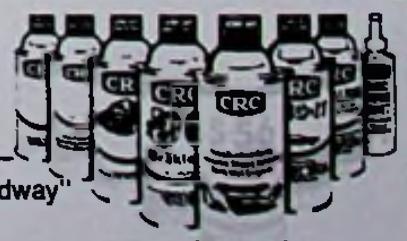
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'HORSTPOWER'

Horst Fischer Is One 'Driving Force' Behind The Winston Cup Stock Cars Of Richard And Kyle Petty.

By TOM HIGGINS



Horst Fischer keeps busy whether at a Winston Cup track or the Petty Enterprises shop.

The practical joker punched a couple of bystanders in the ribs as they stood near Richard Petty's garage stall.

"Know what the Germans made kraut out of during World War II?" he asked with phony seriousness.

"No what?"

"Why cabbage, of course!"

The three bellowed.

Horst Fischer didn't look up from where he was making some minor car adjustment, but he smiled. He knew the ribbing was aimed at him because he has been given the nickname "Kraut" by his fellow Petty stock car racing team members.

"They call me that because they can't pronounce my real name," Fischer said. "I tell them it's just 'horse' with a 'T' on

the end, but they still can't get it."

How German native Fischer became a member of stock car racing's most famous team and accepted by a bunch of good ol' boys is an unusual and heart-warming story.

"There's a saying, 'Only in America,' and for me it's true," said Fischer, present to help Petty prepare for this Winston Cup race. "Many years ago, I never dreamed I could be so lucky for this to happen to me."

That was 35 years ago, near the war's end when Berlin, where Horst was born, lay mostly in ruin from repeated Allied air raids.

"I was only a boy of 11 or 12 then, but I knew someday I wanted to leave," said Fischer. "The war left painful memories and I didn't want to live in Germany any more."

Fischer lost his father, Willi, in the fighting.

"He was a tank commander," recalled Fischer. "He was killed on the Eastern

Front, in the battle of Stalingrad in Russia during October 1943.

"My father was 38 at the time. Too old to be drafted into the army. But because he wouldn't join the Nazi party, they forced him to go to war anyway."

Similarly, Horst was forced to join the Hitler Youth. "It was automatic. No choice," he said. "If you were a young person, you belonged."

Fischer's wish to leave the homeland was fulfilled in 1954, thanks to a Col. Finney from Chatham, Va.

"My mother had a big house with three extra bedrooms," he said. "One of these was rented to Col. Finney. He found out how much I deeply wanted to come to America and he agreed to sponsor me for five years.

"I hated to leave my family, but I didn't hesitate at the chance to come here."

Fischer had no problem finding employment because he had studied English for five years. He soon settled in



On pit stops Horst serves Richard a wet towel and a cool drink.

Burlington, NC, and started making the New York run in an 18-wheeler for Associated Transport.

Fischer stayed with the company until its 1976 bankruptcy. In his 22 years of driving he never had an accident.

In his spare time, Fischer did some parttime work with Ronnie Sox, a noted

Burlington drag racer.

"I got tired of drag racing, though, and got interested in stock cars so I went to the Pettys and asked them if I could work with them on weekends as a hobby. They're very kind and let me come.

"I picked them because I had been keeping up with the sport and felt that

Richard was the best, both as a driver and as a fine man.

"At first my only duties were to wait on Richard when he made pit stops, passing him something to drink or maybe a towel to wipe his face. Gradually I get more responsibilities.

"I like it so much that I tell myself I got to get with them one way or the other fulltime. Finally I get my courage up and just flatly ask for a fulltime job. They give it to me! I was hired as their truck driver!"

Fischer's experience and safety record at Associated Transport wasn't lost on the Petty Enterprise people. They turned the team's elaborate truck that transports Richard's cars over to Horst. He wheels the rig and the racers — worth an estimated \$150,000 — to 30 races each season, covering about 75,000 miles.

"It's my responsibility completely," the silver-haired Fischer said proudly. "Many times I work with truck seven days a week. I keep a list and be sure it's stocked with spare parts and everything we might need at a race.

"I like my job so much I move into a mobile home near the Petty compound at Level Cross in case they need me for something. If I can do this 'til I'm an old man I be very happy. The Pettys and rest of crew treat me like a member of family.

"There's just one problem. Sometimes I have trouble with English the way they speak it. Sometimes 'Y'all' and 'ain't' and 'yonder' and words like that confuse me." □

—O—

Tom Higgins is a staff sports writer for the Charlotte (N.C.) Observer and regularly covers the Winston Cup stock car racing circuit.



Horst drives the Petty car transporter to each Winston Cup race.

HIGH NOTE

WINSTON CUP POINT FUND REACHES . . . \$250,000

During the 1981 season, NASCAR Winston Cup drivers will be competing for the richest single-company sponsored point fund — \$250,000 — in automobile racing.

The \$40,000 increase over the 1980 point fund was announced last year by Edward A. Horrigan Jr., chairman, president and chief executive officer of R. J. Reynolds Tobacco Company. He made the announcement at the 10th anniversary celebration of the association between Winston and NASCAR.

"We feel that our 10 year association with NASCAR has been a very good one for Reynolds Tobacco and Winston cigarettes and that's why we are proud to boost the 1981 Winston Cup point fund to \$250,000," Horrigan said at the time. "This is just another indication of Winston's belief in NASCAR racing.

"We want to start the second decade of our involvement on a high note and we feel this increase is the perfect way to accomplish that mission."

Once the decision to raise the point fund was made, the next question became — how should the money be distributed?

Ralph Seagraves, manager of special events for the marketing department of Reynolds Tobacco, and his people decided the best way to get an answer to that question was to ask the individuals who would be receiving the money — the drivers and car owners.

In the past, the company had awarded bonus money to the top 15 drivers in the overall Winston Cup point race with the champion receiving \$30,000.

The people questioned felt that the number should be increased to 20 in '81.

Reynolds Tobacco was in complete agreement. Thus the company decided to put all of the increase in the overall payoff as the drivers and car owners requested.

Each of the top 15 will receive a boost of at least \$1,100 a position over what that position earned in 1980. The driver who wins the '81 Winston Cup title will take home \$35,000 compared to \$30,000 last season with the runner-up receiving \$23,000, an increase of \$3,000 over last year.

Reynolds will continue to pay bonus money to the 10 drivers who earn the most points during each of the three legs that comprise the Winston Cup campaign. Each of these payoffs will remain the same with the driver garnering the most banking \$10,000.

"The drivers and car owners said they were happy with the leg payoff and they felt the increase should go to the drivers who finish in the top 20 for the season," notes Seagraves. "We are in total agreement with this viewpoint and that's why we decided to put all of the \$40,000 in the season-long payoff."



ED HORRIGAN
R. J. Reynolds Tobacco Co.
Chairman, President, and
Chief Executive Officer

Reynolds Tobacco has not only boosted the Winston Cup point fund this year, the company has also significantly increased its advertising and promotion efforts in '81.

"Our enthusiasm for special events at R. J. Reynolds has never been higher," says Horrigan. "We feel this program is an extremely valuable one in our total marketing effort. And we want to do everything in our power to boost the visibility of the NASCAR Winston Cup series.

"We believe that 1981 is going to be the most successful year in NASCAR's history and we at Reynolds Tobacco want to do everything we can to help NASCAR, the tracks, the accessory companies, the drivers, the car owners and mechanics achieve that goal.

"We are looking forward to many, many more years of involvement with the NASCAR Winston Cup Series — the premier racing division in the world. And we plan to continue to constantly upgrade our program just as we have done this year." □

CRC Chemicals

Moving Into A Fourth Season Of
Involvement On NASCAR's Winston Cup Series



A FAMILIAR SIGHT

That's what the CRC Chemicals Racing Team van has been in the past in the Winston Cup garage area around the Winston Cup circuit. It will become even more familiar in 1981 as CRC Chemicals goes full-time on the NASCAR Winston Cup scene. In the photograph, CRC's Director of Racing Operations, Rich Rubenstein (right) goes over some product distribution material with CRC's Southeastern Regional Sales Manager Stan Scarborough.

CRC Chemicals begins its fourth season of NASCAR Winston Cup racing involvement in 1981, and the manufacturer of the very popular line of automotive maintenance products will be exposing its best program to date.

For the very first time, CRC Chemicals will be represented at each of the 31 Winston Cup Grand National races along the 1981 championship trail. Featured will be contingency awards and product distribution totalling more than \$40,000, and as CRC Chemicals' Vice President of Marketing and Sales Gene Fleishman points out, "It's one of the best investments we've made since we developed our motorsports program."

CRC Chemicals initiated its very first Winston Cup program back in 1978 with a combination of elements . . . highlighted by

associate sponsorship of veteran Grand National driver Richard Childress and his Winston-Salem, North Carolina based team in eight selected races.

After two years (1979 and 1980) as Childress' full time sponsor in which Childress finished in the Winston Cup Top-10 both times and enjoyed the most lucrative seasons of his eight-year driving career, CRC has changed its sponsorship philosophy.

Placing more emphasis on its contingency award and single race sponsorship programs, the Warminster, Pennsylvania, based firm will continue support of two Winston Cup events . . . the CRC Chemicals Rebel 500 on April 12 in Darlington, S. C., and the CRC Chemicals 500 at Dover Downs in Dover, Del., September 20. And these two sponsorship packages will continue to run thru 1982.

"We wanted to elevate the Winston Cup

segment of our motorsports program for quite some time, and one of the first steps was to become a full time contingency sponsor," explained Fleishman.

"Now that we have fulfilled this part of our overall objective, we'll create more impressions and continue to work with all the Grand National teams and drivers with the expanded at-the-track program. This will help us prepare for a CRC Chemicals' return to car and team sponsorship on a major level . . . probably in 1982, he added, indicating that CRC Chemicals Race Team members will spend just as much time watching all the teams perform in 1981 as they will passing out cans of "5-56" and "Brakleen."

CRC's overall NASCAR program was also increased during the winter into two other divisions . . . Grand American and Late Model Sportsman.

For the third consecutive year, CRC Chemicals will return to Nashville (Tenn.) International Raceway in April for the running of the CRC Chemicals 200, which is the opening event along NASCAR's National Championship Grand American Division trail.

Then it'll be up to New England and Canada for the unveiling of the first year of the CRC Chemicals 300 Qualifying Series for late models along the NASCAR North Molson tour. This brand new CRC venture will

feature a 14-race series that will include a point fund and guaranteed starters for the field of the CRC Chemicals 300 event at Catamount Speedway in Burlington, Vermont, in September. This extravaganza highlights the 33-race, 14-track NASCAR North season that provides activity for CRC in seven northeastern states and the Ontario and Quebec provinces of Canada.

"There is little doubt that the NASCAR portion of our racing program is the most prominent, but it has a specific purpose," said Rich Rubenstein, Director of Racing Operations and Public Relations for CRC Chemicals.

"Our Winston Cup phase provides us with racing penetration throughout the southeastern portion of the U. S. with limited activity in the midwest, northeast and far west. Now our NASCAR North portion with the CRC Chemicals 300 Qualifying Series will provide CRC with a racing tool in an area of the country that our racing program didn't enter before," Rubenstein added.

All of CRC Chemicals' racing involvement is formed around the needs of its sales regions, thus CRC support in other forms of racing is also extensive.

The CRC Chemicals Can-Am Race Team effort of veteran road racer Al Holbert, and CRC sponsorship of the Sports Car Club of

America's Trans-Am Championship Series, puts CRC Chemicals on the racing map primarily in the midwest, southwest and far west with occasional stopovers in the Pacific Northwest and southeast.

The CRC Chemicals drag racing program, through the auspices of the National Hot Rod Association (NHRA), blankets 20 states with more than 24 events of both Regional and National Championship levels, while the CRC Chemicals Super Dirt Series for modifieds and sprint cars is a whopping 34-race affair sanctioned by D.I.R.T. of New York. This gives CRC tremendous exposure in the heavily populated sections of the northeast such as New York State, New Jersey, Pennsylvania and Delaware in the U. S., and in Quebec province of Canada.

Anticipated future additions to CRC's thriving racing program are expected in such areas as tractor pulling, champ car racing and motorcycle racing designed to continue CRC's penetration growth.

"We've come a long way in a short period of time, and the motorsports phase of our overall marketing program has become a fixture. It definitely is accomplishing what it was designed to do when first developed in 1978," Rubenstein added.

And the motor racing world knows that he is correct. □

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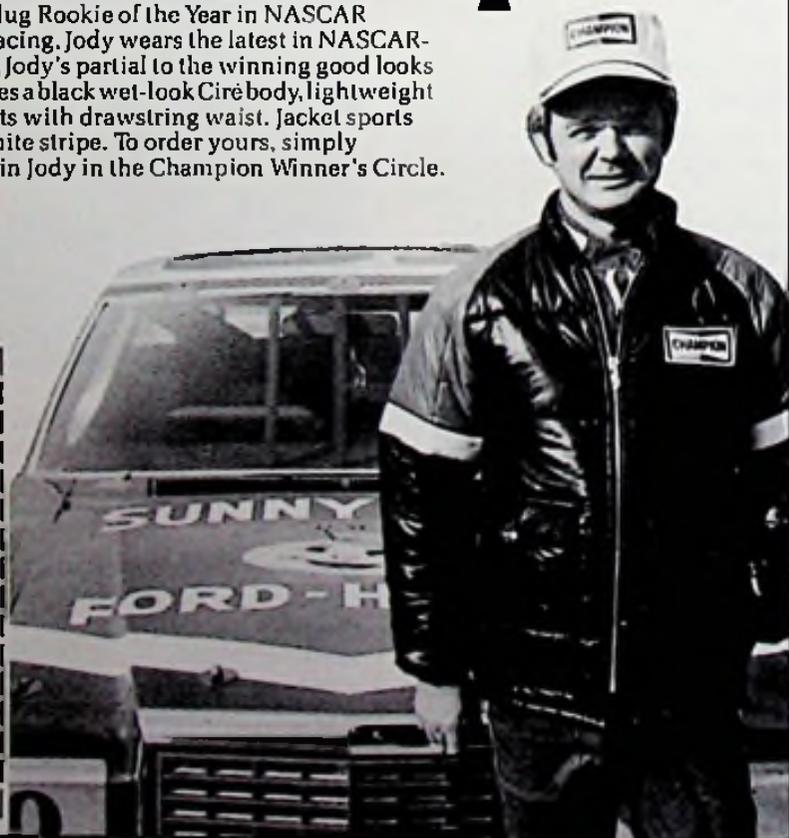
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OVER \$4 MILLION

Richard Petty, NASCAR's All-Time Race Winner and Leading Money Winner Tops Another Mark.

The King is atop the mountain once again. Richard Petty, stock car racing's most successful driver has climbed yet another mountain.

A quick glance at the figures released by NASCAR at the end of the 1980 Winston Cup Grand National racing season show Richard Petty's total winnings for the 1980 racing season, which included the post season bonuses and point fund monies, as \$374,902.

Add that \$370,000-plus to Richard's money won total through the 1979 season and that brings his career winnings to a whopping \$4,007,594. That makes Petty the first driver to ever reach the \$4 million plateau.

That's Richard's money won total while racing. It does not include the financial backing of his longtime sponsor — the STP Corporation or any winnings he may have accrued while racing outside of NASCAR's Winston Cup Grand National circuit.

Petty became the first driver to reach the \$3 Million mountain when he finished fourth in the 1978 Firecracker 400 at Daytona International Speedway. And he became the circuit's first \$2 Million winner after a second place finish in the 1975 Purolator 500 at Pocono International Raceway . . . and naturally he was the sport's first million dollar winner. Richard's first \$1 Million came after a triumph in the 1971 Dixie 500 at Atlanta International Raceway.

It took Petty 551 races to win that first million while the second million followed 121 races later. The third million was 88 races behind and it took only 76 races for the King of stock car racing to win his fourth million.

Petty's 1980 winnings of \$374,902 was the sixth time in his 22 year racing career that the seven-time Winston Cup champion had earned over \$300,000. Petty's fourth place finish in the 1980



national standings was also the 18th time in his 22 year career the Randleman, N. C. driver has finished in the top-five positions of the series point standings.

"We were running right near the top until our crash at Pocono last year," Petty said.

Richard's serious wreck while leading the July 26 Coca-Cola 500 at Pocono International Raceway demolished his race car and sent Petty to the hospital with a severe neck injury.

But Petty did not miss a single start in the ensuing races, although the painful injury required a neck brace and several months of therapy before he returned to full strength. Joe Millikan relieved Petty in several races in the interim and it was near the season's end before the cagy veteran was back racing at full strength.

"I just couldn't push the car as hard as I wanted to," Petty explained. "I just wasn't up to par physically."

The new season has started in the typical Petty winning fashion.

Richard borrowed son Kyle's car No. 42 for the season opening Winston Western 500 at Riverside (Calif.) International Raceway, but when Richard returned to the Daytona International Speedway in his No. 43 STP Buick, a pit stop strategy move on his last pit stop put him back in the Daytona 500 winner's circle for an unprecedented seventh time. No other driver has won that race — the world's most prestigious stock car race — more than twice.

And now Richard Petty stands atop yet another mountain and you can bet he's closing his sights in on another one of stock car racing's mountains. □



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MIKE ALEXANDER

HOME: FRANKLIN, TENN.
BIRTHDATE: JULY 31, 1957
HT. 5-5" WT. 134



Mike Alexander joins Darrell Waltrip in forming what they now call the "Tennessee Gang" to challenge the famous "Alabama Gang". The young driver has been called Waltrip's protege and behind the wheel of the Rogers Auto Leasing automobile, is a definite factor in the 1981 Champion Spark Plug Rookie Challenge. He took over the controls of the No. 37 race car at the Carolina 500 in Rockingham, N. C. and when the tour came to Martinsville, Va., for the Virginia 500 in April, it was Alexander who set the fastest qualifying time with a new track record. Although he was the quickest, the young Tennessean made his qualifying run on the second day of time trials, and therefore did not win the Busch Pole Award. At Talladega, he qualified third for the Winston 500, confirming to observers that he was a definite threat in Winston Cup competition. At his home track, Nashville International Raceway, he started on the outside pole for the Melling Tool 420, delighting the hometown fans. He was the 1974 rookie-of-the-year at Nashville and won the Winston Racing Series track championship in 1978 at the Nashville oval.

ROOKIE CHALLENGER

Winston Cup Cars



Winston Cup Cars

Richard Petty



Benny Parsons





Winston Cup Facts and Figures At-A-Glance

QUICK FACTS FOR 1980

- Largest purse — \$663,250, Daytona 500.
- Number of drivers competing — 125.
- Number of official lead changes — 737 among 29 drivers.
- Number of race winners — 10.
- Number of pole winners — 7.
- Winner of most races — Cale Yarborough with 6 victories.
- Most lead changes — 49 among 11 drivers, Coca-Cola 500 at Pocono International Raceway.
- Most pole positions — Cale Yarborough, 14.

ALL TIME RECORDS

- Most races started — Richard Petty, 837.
- Most races won — Richard Petty, 192.
- Most victories in a single season — Richard Petty, 27 in 1967.
- Most superspeedway victories in a single season — David Pearson, 10 in 1973 and 1976.
- Most consecutive victories — Richard Petty, 10 in 1967.
- Leading money winner — Richard Petty, \$4,007,594.
- Most money won in a single season — Dale Earnhardt, \$588,926 in 1980.
- Fastest closed-course speed — Bobby Isaac, 201.104 mph, in a Dodge, Nov. 24, 1970 at Alabama International Motor Speedway.
- Fastest qualifying speed — Bobby Isaac, 199.658 mph, in a Dodge, April 12, 1970, for the Winston 500 at Alabama International Motor Speedway.
- Fastest 600-mile race — Richard Petty, 145.327 mph, in a Dodge, 1975 World 600 at Charlotte (N.C.) Motor Speedway.
- Fastest 500-mile race — Buddy Baker, 177.602 mph, in an Oldsmobile, 1980 Daytona 500 at Daytona International Speedway.
- Fastest 400-mile race — Bobby Allison, 173.473 mph, in a Mercury, 1980 Firecracker 400 at Daytona International Speedway.
- Fastest race, any distance — Buddy Baker, 194.384 mph, in an Oldsmobile, 1979 Busch Clash at Daytona International Speedway.
- Largest winner's purse — Buddy Baker, 1980 Daytona 500, \$102,175.
- Most 600-mile victories — David Pearson, with 4.
- Most 500-mile victories — Richard Petty, with 35.
- Most 400-mile victories — David Pearson, with 16.
- Most superspeedway victories — David Pearson, with 51.
- Most lead changes — 67 among 9 drivers, 1978 Talladega 500 at Alabama International Motor Speedway.
- Most pole positions — Cale Yarborough, 14 in 1980 (modern day record).

1980 NASCAR Winston Cup Competition Index

Driver	Laps Led	Times Led	Races Led	Possible Run	Unfinished Laps	Laps	Starts	Wins
1. Cale Yarborough	2810	111	28	9440	10320	880	31	6
1. Darrell Waltrip	2012	113	28	9015	10320	1305	31	5
3. Dale Earnhardt	1181	102	25	9694	10320	626	31	5
4. Bobby Allison	951	60	18	8244	01320	2076	31	4
5. Richard Petty	714	58	22	9314	10320	1006	31	2
6. Buddy Baker	675	67	15	5044	6266	1222	19	2
7. Benny Parsons	655	46	20	8676	10320	1644	31	3
8. Neil Bonnett	335	55	14	5173	6680	1507	22	2
9. Harry Gant	270	25	10	7986	10320	2334	31	
10. Donnie Allison	231	17	7	3794	5592	1798	18	
11. David Pearson	172	20	6	1787	2354	567	9	
12. Dave Marcis	94	25	13	9012	10320	1308	31	
13. Lennie Pond	68	7	6	3396	5674	2278	17	
14. Terry Labonte	39	11	5	8760	10320	1560	31	
15. James Hylton	26	3	1	9232	10320	1088	31	
16. Richard Childress	21	7	6	8693	10320	1627	31	
17. Tommy Houston	10	1	1	1170	1700	530	4	
18. Ricky Rudd	7	2	2	2719	3978	1259	13	
19. Slick Johnson	7	2	2	4724	6530	1806	18	
20. Richard Brooks	6	1	1	3978	6324	2346	19	
21. Joe Millkan	5	5	3	2796	4148	1352	12	
22. Connie Saylor	5	3	2	1171	1589	418	5	
23. Tighe Scott	4	1	1	1066	2856	1790	10	
24. Bill Elliott	4	4	4	2056	2893	837	11	
25. Roy Smith	3	2	1	153	214	61	2	
26. Jody Ridley	2	2	2	9579	10320	741	31	
27. Lake Speed	2	1	1	4019	5188	1169	19	
28. Kenny Hemphill	1	1	1	886	2234	1348	5	

1980 NASCAR Winston Cup Race Results

Date	Event	Busch Beer Pole Winner	M.P.H.	Winston Cup Race Winner	M.P.H.
Jan. 19	—Winston Western 500	Darrell Waltrip	113.404	Darrell Waltrip	94.974
Feb. 17	—Daytona 500	Buddy Baker	194.099	Buddy Baker	177.602
Feb. 24	—Richmond 800	Darrell Waltrip	93.695	Darrell Waltrip	67.703
Mar. 9	—Carolina 500	Darrell Waltrip	136.765	Cale Yarborough	108.735
Mar. 16	—Atlanta 500	Buddy Baker	166.212	Dale Earnhardt	134.808
Mar. 30	—Valleydale Southeastern 500	Cale Yarborough	111.688	Dale Earnhardt	96.977
Apr. 13	—CRC Chemicals Rebel 500	Benny Parsons	155.866	David Pearson	112.397
Apr. 20	—Northwestern Bank 400	Bobby Allison	113.797	Richard Petty	95.501
Apr. 27	—Virginia 500	Darrell Waltrip	88.566	Darrell Waltrip	69.049
May 4	—Winston 500	David Pearson	197.704	Buddy Baker	170.481
May 10	—Music City 420	Cale Yarborough	106.581	Richard Petty	89.471
May 18	—Mason-Dixon 500	Cale Yarborough	138.814	Bobby Allison	113.866
May 25	—World 600	Cale Yarborough	165.194	Benny Parsons	119.265
Jun. 1	—NASCAR 400	Cale Yarborough	170.709	Cale Yarborough	159.046
Jun. 8	—Warner W. Hogdon 400	Cale Yarborough	113.792	Darrell Waltrip	101.846
Jun. 15	—Gabriel 400	Benny Parsons	163.662	Benny Parsons	131.808
Jul. 4	—Firecracker 400	Cale Yarborough	194.670	Bobby Allison	173.473
Jul. 12	—Busch Nashville 420	Cale Yarborough	104.817	Dale Earnhardt	93.821
Jul. 27	—Coca-Cola 500	Cale Yarborough	151.469	Neil Bonnett	124.395
Aug. 3	—Talladega 500	Buddy Baker	198.545	Neil Bonnett	166.894
Aug. 17	—Champion Spark Plug 400	Buddy Baker	162.693	Cale Yarborough	145.352
Aug. 23	—Busch Volunteer 500	Cale Yarborough	110.990	Cale Yarborough	86.973
Sep. 1	—Southern 500	Darrell Waltrip	153.838	Terry Labonte	115.210
Sep. 7	—Capital City 400	Cale Yarborough	93.466	Bobby Allison	79.722
Sep. 15	—CRC Chemicals 500	Cale Yarborough	137.583	Darrell Waltrip	116.024
Sep. 21	—Holly Farms 400	Cale Yarborough	111.996	Bobby Allison	75.510
Sep. 28	—Old Dominion 500	Buddy Baker	88.500	Dale Earnhardt	69.654
Oct. 5	—National 500	Buddy Baker	165.634	Dale Earnhardt	135.243
Oct. 19	—American 500	Donnie Allison	142.648	Cale Yarborough	114.159
Nov. 2	—Atlanta Journal 500	Bobby Allison	165.620	Cale Yarborough	131.190
Nov. 15	—Los Angeles Times 500	Cale Yarborough	155.499	Benny Parsons	129.441

RACING FLAGS



GREEN
Start-Go

GREEN FLAG — This flag officially starts the action. The green flag is the go flag and it tells the drivers the track is clear and safe for race speeds. At the start of the race the cars must retain their position until crossing the starting line, but on a restart cars may resume full racing speeds as soon as the green flag is displayed.



YELLOW
Caution—Slow
Hold Position

YELLOW FLAG — Watch out. There is trouble ahead. This is the sign given the drivers when there's trouble on the race track. The caution flag is displayed by the starter immediately when there's a wreck, debris, engine failure, rain, etc. on the race track. All cars must slow down to a cautious pace as soon as they cross the starting line. When the caution flag is displayed, no car, unless directed to do so by an official in the safety car, may pass the safety car or any other car. During a yellow flag period the starter may signal "one lap to go" by extending one finger. At that time the race cars will prepare for the restart by either lining up in single file (if no passing has occurred) or two-abreast (with the faster cars in the outside lane if the leaders have begun passing the slower cars).



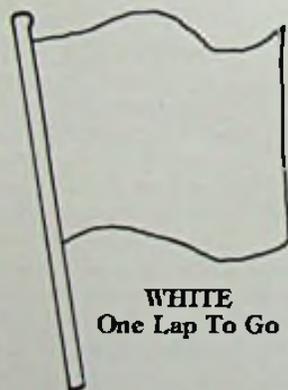
RED
Stop

PASSING FLAG — This is the courtesy flag of racing and is utilized by the starter to inform the drivers that faster traffic is about to overtake them. The car(s) being given the passing flag should watch their mirror and be ready to move over, allowing the faster cars by.



PASSING
Move Over

BLACK FLAG — This is the consultation flag and tells a driver to report to the NASCAR official in his pit right away. This flag means that a NASCAR official needs to talk to the driver about an unsafe condition or the violation of a racing rule. A car being given the black flag also has his car number appear on a board at the starter's stand. When a car fails to report to the pits after being given the black flag on three consecutive laps then a black flag with a white cross is displayed which means his car is no longer being scored. **NOTE:** When the black and red flags are shown together, it means that practice has ended and all cars should clear the track.



WHITE
One Lap To Go

RED FLAG — The red flag means there is an unsafe condition on the track and that all cars must stop immediately. No repairs of any nature may be made to cars under red flag conditions and work on cars on pit road must stop until the race is resumed. Disobeying a red flag may result in a disqualification, fine and/or suspension.



BLACK
Pull into Pits

WHITE FLAG — This flag means there is one lap to go in the race. The white flag is utilized in time trials and during the race to relay the same meaning.



CHECKERED
Finish

CHECKERED FLAG — If you're the first driver to receive the waving checkered flag it means a victory for you. For the cars receiving the checkered flag behind the winner it means the race is over. The checkered flag is given when the lead car has completed the required race distance and the balance of the field behind the leader will receive the checkered flag in that same lap with finishing positions determined by the most laps completed in the least amount of time, regardless of whether the car is still running when the checkered flag is displayed.



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