



DU QUOIN STATE FAIR

**U.S.A.C. GOLD CROWN
CHAMPIONSHIP
DIRT CAR RACE**



*Monday,
September 6*

\$1.00



...
**Take
 The Pepsi
 Challenge**
 ...



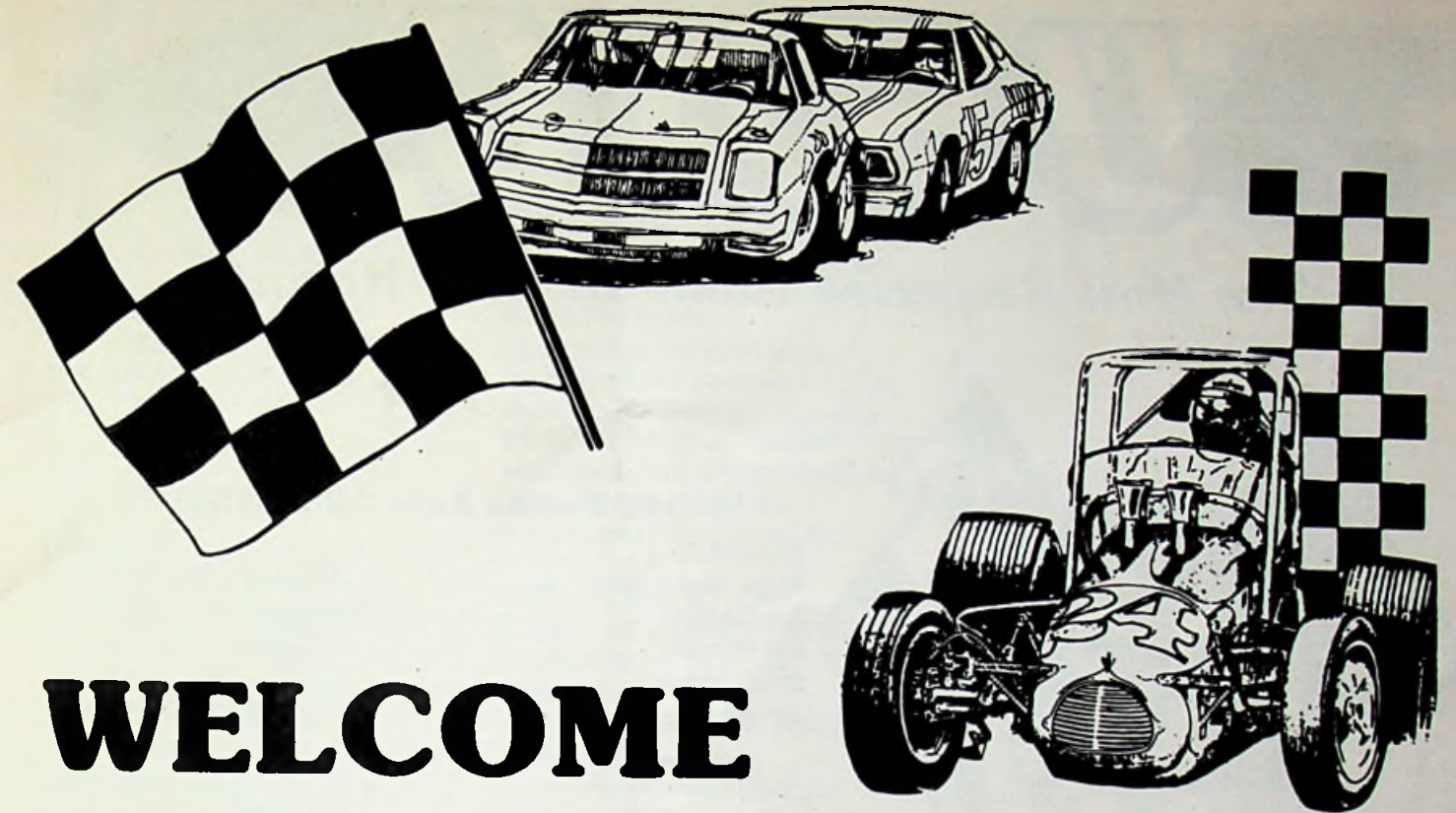
WELCOME TO THE 1982 DU QUOIN STATE FAIR

Courtesy Cars Compliments Of



**CHEVY MAKES
 GOOD THINGS HAPPEN**

So do we!



WELCOME

The Du Quoin State Fair is proud to welcome you to our annual auto racing weekend featuring competition in USAC Stock Car and Championship Dirt Car series action.

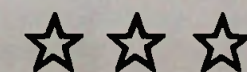
After an absence of eight years, USAC auto racing returns to its traditional Labor Day weekend at the Du Quoin State Fair.

We are quite proud of our record of achievement and production of fine auto racing here at Du Quoin, and hope you, the fans, appreciate our commitment to bringing you the finest competition available under the best conditions on one of the fastest dirt tracks in the world.

Above all, we hope you enjoy your stay at the 1982 Du Quoin State Fair and will return next year.

-- FAIR OFFICIALS --

- Saleh S. Jabr President
- Gus Jabr Vice-President/Director of Operations
- Marilyn K. Phillips Special Events Manager
- Anthony Jabr Concessions Manager
- Vanessa Wilson Chief Accountant
- Robert Green Track and Grounds Manager
- Fred J. Huff Publicity/Press Relations
- JoNell Loring Press Credentials



USAC

'The Most Respected Name In Auto Racing'



United States Auto Club Officials

Richard King President
 Roger McCluskey Director of Competition
 Jap Cadou Communications Director
 Bill Marvel Corporate Affairs
 Dick Jordan Publicity
 Jim Nell Membership Director

All-Time Career Prize Money Leaders

DRIVER	CHAMPIONSHIP & DIRT CAR	STOCK	SPRINT	MIDGET	OTHER	TOTAL
A. J. FOYT	\$3,049,946	\$368,466	\$ 82,004	\$ 26,395	---	\$3,526,811
AL UNSER	\$2,621,903	\$ 72,366	\$ 804	\$ 1,577	\$ 9,510	\$2,706,160
BOBBY UNSER	\$2,209,831	\$104,588	\$ 31,516	\$ 4,746	\$28,615	\$2,379,296
JOHNNY RUTHERFORD	\$2,205,923	\$ 9,278	\$ 33,730	\$ 3,427	---	\$2,252,358
GORDON JOHNCOCK	\$1,635,490	\$ 27,026	\$ 6,722	\$ 64	---	\$1,669,302
MARIO ANDRETTI	\$1,518,805	\$ 11,845	\$ 28,362	\$ 3,253	---	\$1,562,265
ROGER McCLUSKEY	\$1,015,930	\$275,825	\$ 76,996	\$ 4,543	\$ 235	\$1,373,529
GARY BETTENHAUSEN	\$ 871,150	\$ 24,174	\$169,003	\$ 56,329	\$ 9,518	\$1,130,174
TOM SNEVA	\$1,050,078	\$ 4,178	\$ 13,774	\$ 182	---	\$1,108,212
WALLY DALLENBACH	\$ 982,374	\$ 4,386	\$ 694	\$ 2,309	---	\$ 989,763
BILL VUKOVICH	\$ 900,061	---	\$ 5,847	\$ 27,604	---	\$ 33,451
TOM BIGELOW	\$ 871,919	\$ 3,705	\$229,203	\$ 42,529	---	\$ 1,107,356
JIM McLEARETH	\$ 818,306	\$ 4,807	\$ 20,102	\$ 328	---	\$ 843,543
JOE LEONARD	\$ 773,056	\$ 14,846	---	\$ 183	---	\$ 788,085
MIKE MOSLEY	\$ 761,226	---	\$ 10,895	\$ 1,746	---	\$ 773,867
LLOYD RUBY	\$ 724,679	\$ 10,121	\$ 817	\$ 5,627	\$ 8,117	\$ 749,361
FANCHO CARTER	\$ 524,788	\$ 1,480	\$163,706	\$ 43,467	---	\$ 733,441
RODGER WARD	\$ 636,498	\$ 43,492	\$ 536	\$ 6,858	\$ 3,412	\$ 690,796
GEORGE SNIDER	\$ 587,437	\$ 100	\$ 78,085	\$ 14,432	---	\$ 680,054
LARRY DICKSON	\$ 382,353	\$ 200	\$194,322	\$ 10,025	---	\$ 587,900
MARK DONOHUE	\$ 566,036	---	---	---	---	\$ 566,036
STEVE KRIBILOFF	\$ 554,867	---	---	---	---	\$ 554,867
PARNELLI JONES	\$ 394,101	\$ 74,988	\$ 2,182	\$ 19,156	\$ 4,800	\$ 511,127
RICK MEARS	\$ 545,198	\$ 279	\$ 64,166	\$ 19,156	---	\$ 629,799
JOHNNY PARSONS	\$ 383,377	\$ 3,161	\$ 70,686	\$ 69,296	\$ 3,387	\$ 529,907
MEL KENYON	\$ 302,799	---	\$ 260	\$208,990	---	\$ 511,049
DICK SIMON	\$ 498,893	\$ 1,424	---	\$ 300	---	\$ 500,617
SHELOON KINSER	\$ 310,119	---	\$133,879	\$ 299	---	\$ 444,297
DON WHITE	---	\$414,385	---	---	---	\$ 414,385
BAM SESSIONS	\$ 259,652	\$ 549	\$127,188	\$ 16,536	---	\$ 403,925
DANNY ONGAIS	\$ 377,149	\$ 460	---	---	---	\$ 377,609
DON BRANSON	\$ 248,516	---	\$ 98,406	\$ 24,111	---	\$ 371,033
DAN GURNEY	\$ 355,295	\$ 188	---	---	\$ 8,275	\$ 363,758
ART POLLARD	\$ 347,807	---	---	---	---	\$ 347,807
BUTCH HARTMAN	---	\$363,274	---	---	---	\$ 363,274

USAC DIRT CAR ENTRIES

Car No.	Driver	Car	Qual. Time	Start Pos.	Finish
1	LARRY RICE	Pizza Hut of St. Louis	33.605		
38	SAMMY SWINDELL	Nance Speed Equip. Inc.	32.626		
2	RICH VOGLER	Seymour Enterprises	33.819		
3	S. KINSER	Johnny Vance's Aristocrat Products	33.489		
4	GEORGE SNIDER	Dick Krieg Motorhome Rentals/ Richardson Building Rentals	32.992		
6	SHELDON KINSER	Ben's Tire Clinic	32.593		
7	GARY BETTENHAUSEN	Terre Haute 1st Nat'l Bank	32.408		
9	MARK ALDERSON	Performance Research Engines	32.911		
12	EMMETT HAHN	Patterson Driveshaft, Speeds- portwest, Fredd J. Fudpucker Spl.	34.051		
14	DUKE COOK	Halibrand Perf. Center/Radio Hos.	34.470	33.750	
16	BOBBY OLIVERO	Hodgdon/Curb Special	32.658		
17	DAMIEN BARRIN	Smith Speed Shop Special	34.184	34.132	
18	LARRY DICKSON				
20	BOB FREY	Peterson Nidel	35.300	34.144	
21	RON SHUMAN	Lloyd K. Stephens, OFIXO Spl.	33.689		
22	JERRY NEMIRE	Leslie Oil	39.1	33.517	
24	TRACY POTTER	Stitzer Buick	34.435		
26	DANA CARTER	Beth Jones Silverado Special	34.113	33.711	
29	RICH VOGLER	Seymour Enterprises			
31	BILL MATAKA	Race Weld-Nataka Charger			
28	ENGLE HART	Montgomery A. Rebuilders-Aurora	33.049		
33	RONNIE BURKE	Speed Specialties			
37	RANDY BATEMAN	Harris Racing Chevy	35.789		
39	KENNY SCHRADER	Rose Bros. Trucking	33.291		
41	DANNY MILBURN	D.P.S. Data Processing Solutions			
44	WALT KENNEDY	Canadian Mist-Russell Trans. Spl.	34.283		
46	DAN FRYE, JR.	Kwikway Mach.	34.252	34.080	
47	ELVIN FELTY	Scrappy's Auto Service			
48	GARY IRVIN		34.737	33.869	
50	JOHNNY COOGAN	Vetzel Moving & Storage			
51	STEVE SIEGEL	G.C.Q. Racing	34.863	34.655	
52	STEVE LONG	Circle City Coal Corp.	33.973	33.860	
53	CHUCK AMATI	Commercial Truck Comp., Inc.	33.349	33.061	
56	STEVE KINSER S Classy	Genesee Beer Wagon	33.039	32.782	
57	JEFF BLOOM	Roberts Steel Erection Special	34.001		
58	KEITH KAUFMANN	Radio Hospital, Inc. & Coons Con.	32.826		
59	BILL PUTERBAUGH	Speedway Industrial Waste Corp.			
60	PAUL HOCH	Frank's Auto Body Shop	35.389		
61	ROGER RAGER	W & W Molded Plastics, Inc.	34.335	34.097	
64	TOM BIGELOW	Jet Engineering-Jet Rod	34.036		
65	J. PARKINSON	Luxury Racers	34.259	34.164	
67	MICHAEL W. WINBLAD	Winco Racing (Winco Ind. Inc.)	34.462	34.189	
69	M. GREGG	McClure Plastics Special	33.128	32.896	
70	JOE SALDANA	Tipp Machine & Tool, Inc.	33.437		
72	TERRY VEHLING	Tradewind Industries	34.543	34.505	
75	DOUG WOLFGANG	Baker Engineering Special	33.795		
76	MANNY ROCKHOLD	Automotive Machine	35.916		
78	JIM MOUGHAN, JR.	Don Conrad & Sons	34.619		
80	RICK SALEM		33.713		
83	GARY GRAY	GAPCO Special	35.005	33.999	
84	BUD WILMOT	Madison Inn	34.841		
86	MIKE PETERS	Hill & Kearney Racing	34.273	33.609	
87	JERRY WEEK	La Grande, Inc.	33.255		
93	BOB CICCONE		33.769		
97	LARRY MARTIN		34.533	34.141	
73	R. SMITH	D.P.S. Data Processing Sol., Inc.	33.879		

Gold Crown Series Box Scores

(This event awarded points toward both the Gold Crown and Silver Crown Series Championships)

USAC Gold/Silver Crown Series Box Score — DuQuoin, Illinois — August 30, 1981

Track:	DuQuoin, State Fairgrounds	Avg. Speed:	98.013 mph.	Basic Purse:	\$34,500
Type Track:	1-Mile Dirt	Time:	1:01:13.00	Accessory:	\$ 950
Organizer:	Curt Greene	Distance:	100 Miles	Appearance:	\$ 500
Weather:	Sunny, Hot	Event No.:	4	P.F. Cont.:	\$11,500
				TOTAL:	\$47,450

FIN. ST. POS.	DRIVER	CAR NAME/NUMBER	PTS. WON	MONEY WON	LAPS COMP.	RUNNING/REASON OUT
1	6	RICH VOGLER	400	\$8,515	100	Running
2	8	TOM BIGELOW	320	\$4,700	100	Running
3	9	GEORGE SNIDER	280	\$3,000	100	Running
4	7	JACK HEWITT	240	\$2,170	100	Running
5	12	BILL TYLER	160	\$1,870	100	Running
6	16	JOE SALDANA	160	\$1,320	100	Running
7	14	JERRY NEMIRE	100	\$1,170	99	Running
8	5	JOHNNY PARSONS	99	\$1,070	99	Running
9	18	JERRY MILLER	98	\$ 980	98	Running
10	10	PAUL PITZER	97	\$ 880	97	Running
11	11	KEN SCHRADER	97	\$ 780	97	Running
12	21	JERRY WEEKS	97	\$ 680	97	Running
13	3	LARRY RICE	95	\$ 580	95	Running
14	15	JEFF BLOOM	95	\$ 480	95	Running
15	20	SHELDON KINSEY	10	\$ 430	92	Accident
16	13	SLEEPY TRIPP	8	\$ 380	83	Drive Line
17	19	JIM McELREATH	8	\$ 350	70	Handling
18	2	GARY BETTENHAUSEN	8	\$ 350	59	Engine
19	24	MARK ALDERSON	5	\$ 350	52	Engine
20	1	BILL ENGELHART	5	\$ 350	48	Overheating
21	4	BOBBY OLIVERO	5	\$ 350	28	Engine
22	17	GARY HIEBER	5	\$ 450	5	Engine
23	23	TRACY POTTER	5	\$ 350	0	Engine
24	22	ARNIE KNEPPER	0	\$ 350	0	Engine

FAST QUALIFIER: Larry Rice (No. 55) — 33.345 seconds — 107.962 mph.
 QUALIFYING HEAT RACE WINNERS: (15 laps) Bill Engelhart & Gary Bettenhausen.
 LAP LEADERS: Laps 1-48, Engelhart; Laps 49-100, Vogler.
 YELLOW FLAGS: Laps 6-9, Potter spun on backstretch; Laps 65-68, Alderson stalled in turn 2; Laps 93-97, Tripp blew engine in turn 2 & Kinsler spun in oil.

*Car No. 43 was qualified by Greg Leffler but driven in the heat race and feature by Sheldon Kinsler.
 **Car No. 59 was qualified and driven in the heat race by Bill Puterbaugh but driven in the feature by Mark Alderson.

GOLD CROWN SERIES

George Snider, a 41 year-old dirt track specialist from Bakersfield California, who drove his first USAC National Championship race back in 1964, had the satisfaction not only of leading the Championship point standings for the first time in his career, but also of knowing that he would be able to remain in that position for several more months.

Back in January, 1981, the USAC Board of Directors voted to extend the season so that it would conclude with the 1982 Indianapolis "500". At the same time the board voted to rename it the Gold Crown Championship series, and to include certain traditional dirt track events like the Springfield, Du Quoin and Hoosier Hundreds which had counted toward the national title prior to 1971. With Snider in the point lead following the Hoosier Hundred on September 12, and with no races in the offing with winter approaching, it meant that he would be able to retain that lead at least until the following spring.

The first race of the 1981/82 Gold Crown Championship season, the controversial Indianapolis "500", was conducted without George even in the lineup. He had qualified for the race for his seventeenth consecutive year, amazingly enough without a single lap of open practice. His long-time friend A.J. Foyt, for whom George had driven in half of his Indianapolis races, decided on the morning of the final qualifying day to let George qualify the "back-up" Parnelli-Cosworth. With constant attempts being made throughout the afternoon in order to try and beat what appeared to be an imminent rain storm, Foyt determined that there was only one way to get George any practice time. He'd place George in the rotating qualifying line, let him run out the three premissable warmup laps, and then have him return to the end of the line. He'd continue to do that until the three lap segments had allowed George to build to qualifying speed. But to everyone's amazement, Snider ran out the initial three laps, took the green and qualified! When the "500" was flagged away the following weekend, however, Snider was dressed in civilian clothes, an anonymous spectator down in turn one. He had agreed instead to turn his car over to Tim Richmond, the previous year's Rookie of the Year who had been "bumped" from the 1981 lineup by faster qualifiers.

As the season wore on and George found himself unexpectedly in contention for the Championship, he began to wish he hadn't done it after all. He would like to have had those Indianapolis points for himself! Had he finished in 14th position as Richmond had done, he would have taken the point lead after Du Quoin instead of the Hoosier Hundred two weeks later.

Bobby Unser had apparently won this third Indianapolis "500", when he crossed the finish line some five seconds ahead of Mario Andretti on May 24, but when the official results were posted the following morning, Unser had been penalized a full lap for rule infractions allegedly committed during a late race yellow caution period. The penalty dropped Unser to second position and elevated Andretti to first but Unser's Penske team quickly protested the penalty.

GEORGE SNIDER

1981/82 Gold Crown Series
Point Leader



They pleaded their case before a special panel, and eventually had the decision overturned in their favor. A \$40,000 cash fine was imposed among other considerations, but most importantly, the panel restored the penalized lap, giving Unser back his victory. Andretti's camp was in the process of appealing the panel's decision, leaving the outcome still in doubt as this publication went to press.

But with or without the "500" victory, Mario came away from Indianapolis as the Gold Crown Championship leader. He was in possession of a USAC Class I license, which Unser was not, and therefore it became a matter of whether Mario led by 1,000 points to 700, or 800 points to 700 over Vern Schuppan, the mild-mannered Australian who put his own team together and came home a very popular third in the "500". Kevin Cogan an impressive "rookie" who placed fourth, elected not to go for points this year, and so second generation Australian driver, Geoff Brabham, making his debut a memorable one by placing fifth, was elevated to third in the standings with the 500 points.

The second event on the Gold Crown schedule was the eleventh running of the Pocono "500" sponsored this year by Van Scoy Diamond Mines. A.J. Foyt, who ran out of fuel while running the top five at Indianapolis and wound up a disappointing 13th, arrived at Pocono with a new March-Cosworth he had purchased from the Whittington Brothers. The new Coyote he had driven at Indianapolis was given to Snider. The race, run under threatening skies, was finally rained out after 122 laps at which time Foyt was leading over Brabham. The race was declared official and Foyt became a four-time Pocono winner, claiming \$67,685 of the \$332,840 purse.

Brabham's point total had swollen to 1,300 which gave him a 275 point edge over Foyt. Andretti, who did not compete at Pocono was now third, while fourth was a tie between Schuppan, a "DNF" at Pocono, and Tom Bigelow, who came back from a late race retirement at Indianapolis to claim third in the rain at Pocono. Snider, a lap down in fourth place at Pocono had 600 points and was sixth in the standings.

Snider hadn't been in a Dirt Car since he was injured in one during the running of the 100-miler at Du Quoin in August, 1980. Almost a year later, he gingerly climbed into David LeFevre's Chevy at the Illinois State Fairgrounds in Springfield, paced himself beautifully and went on to beat Larry Rice to the line in the Ton Bettenhausen 100. He scored the standard 200 points toward the Silver Crown (formerly Championship Dirt Car Series) plus 400 points toward the Gold Crown Series since the USAC Board had voted to double the value of Gold Crown driver points for the dirt track events. This gave George 1,000 points which not tied him for third as Andretti was still tentatively credited with this amount.

Gold Crown National Championship Series Driver Standings & Performances

(As of January 1, 1982 — Series Concludes with 1982 Indianapolis 500)

POS.	DRIVER/HOMETOWN	IND 500	POC 500	SPR 100	DUQ 100	HOS 100	POINTS	PURSE
1	George Snider, Bakersfield, California	—	4	1	3	8	1,380	\$ 27,771
2	Geoff Brabham, Sydney, Australia	5	2	—	—	—	1,300	\$ 93,919
3	Tom Bigelow, Whitewater, Wisconsin	20	3	12	2	5	1,280	\$ 69,881
4	A. J. Foyt, Houston, Texas	13	1	—	—	—	1,025	\$100,070
5	Mario Andretti, Nazareth, Pennsylvania	2	—	—	—	—	800	\$118,611
6	Rich Vogler, Indianapolis, Indiana	—	—	11	1	2	760	\$ 14,509
7	Larry Rice, Brownsburg, Indiana	—	21	2	13	1	730	\$ 21,680
8	Vern Schuppan, Whyalla, South Australia	3	17	—	—	—	720	\$ 86,915
9	Jim McElreath, Arlington, Texas	—	7	3	17	24	694	\$ 11,800
10	Billy Yukovich, Colorado, California	—	6	17	—	6	568	\$ 10,783
11	Sheldon Kinsler, Bloomington, Indiana	6	—	22	15	7	538	\$ 43,025
12	Harry MacDonald, Bloomfield Hills, Michigan	—	5	—	—	—	500	\$ 10,860
13	Jack Hewitt, Troy, Ohio	—	12	4	4	13	490	\$ 10,995
14	Joe Saldana, Lincoln, Nebraska	—	—	5	6	22	366	\$ 3,855
15	Roger Rege, Mound, Minnesota	—	8	8	—	—	350	\$ 8,660
16	Gary Bettenhausen, Monrovia, Indiana	26	27	20	18	3	316	\$ 33,812
17	Tony Bettenhausen, Speedway, Indiana	7	—	—	—	—	300	\$ 40,261
18	Dennis Firestone, Van Nuys, California	10	—	—	—	—	150	\$ 32,832
19	Bill Henderson, Denver, Colorado	—	10	—	—	—	150	\$ 6,410
20	Johnny Parsons, Indianapolis, Indiana	—	23	24	8	16	131	\$ 6,627
21	Greg Leffler, St. Paul, Indiana	—	—	9	—	11	120	\$ 2,068
22	Michael Chandler, Dana Point, California	12	—	—	—	—	50	\$ 30,748
23	Tom Sneva, Spokane, Washington	25	16	—	—	—	35	\$ 40,293
24	Larry Dickson, Marietta, Ohio	18	—	21	—	—	32	\$ 28,380
25	Tim Richmond, Ashland, Ohio	14	—	—	—	23	26	\$ 30,294
26	Jerry Karl, Wellsville, Pennsylvania	15	—	—	—	—	25	\$ 32,285
27	Steve Ball, Ocala, Indiana	—	14	—	—	—	25	\$ 5,510
28	Richard Hubbard, Garland, Texas	—	18	—	—	—	20	\$ 4,790
29	Oick Simon, San Juan Capistrano, California	—	20	—	—	—	20	\$ 4,610
30	Bill Whittington, Ft. Lauderdale, Florida	21	—	—	—	—	15	\$ 28,129
31	Josie Garza, Mexico City, Mexico	23	—	—	—	—	15	\$ 37,392
32	Steve Chassey, Indianapolis, Indiana	—	—	26	—	—	14	\$ 1,209
33	Danny Ongah, Santa Ana, California	27	—	—	—	—	10	\$ 27,455
34	Jerry Sneva, Spokane, Washington	—	25	—	—	—	10	\$ 4,610
35	Salt Walther, Dayton, Ohio	—	26	—	—	—	10	\$ 4,610
36	Tom Klausler, Northville, Michigan	29	—	—	—	—	5	\$ 25,218
37	Don Whittington, Ft. Lauderdale, Florida	31	—	—	—	—	5	\$ 28,029
38	Mike Mosley, Fallbrook, California	33	—	—	—	—	5	\$ 28,536
39	Jan Sneva, Spokane, Washington	—	29	—	—	—	5	\$ 4,610

It's Fair Time! VISIT SIEFERTS

Open Every Day of the Fair

Fair Hours:

Serving Lunch,
from 11 A.M.
Aug. 30th thru Sept. 6th
Serving Dinner,
from 4 P.M. Daily

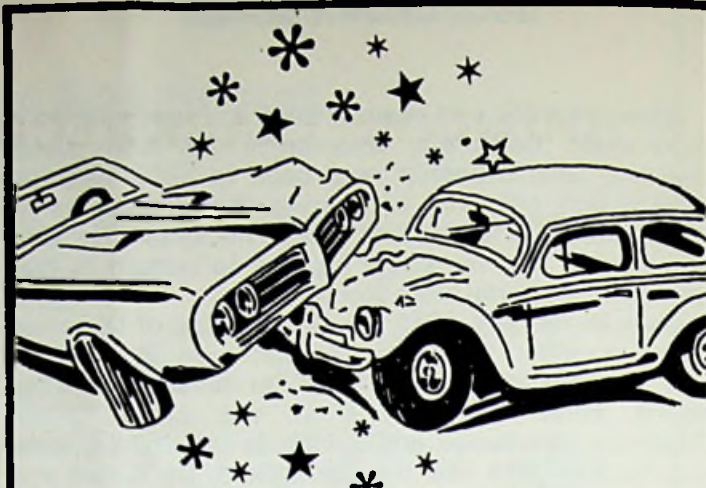
Try Siefert's
During the U.S. Auto Club
Championship Auto Racing
Sun. & Mon., Sept. 5th & 6th



Dining & Cocktails

Siefert's

Rt. 14 - 51 • Du Quoin



Illinois State Championship Demolition Derby

Even though a non-Du Quoin State Fair event, the Illinois State Championship Demolition Derby is scheduled to take place on the Du Quoin Fairgrounds Saturday, Sept. 11, and we wanted Fair-Goers to know about it. Action starts at 6:30 p.m. Admission 12 years and over \$5.00. Under 12 years of age \$2.00. Seating is first-come first served.

DU QUOIN TRACK RECORDS

Distance	Date	Driver	Car	Time	Speed
CHAMPIONSHIP					
1 Lap	8-29-76	Tom Bigelow	Leader Card	32.594	110.450
100 Miles	8-28-77	Tom Bigelow	Leader Card/Lodester Spl.	59:30.8	100.818
STOCK CARS					
1 Lap	9-3-72	John Bowsher	1971 Ford	:36.41	95.432
MIDGETS					
1 Lap	7-2-72	Larry Dickson	Tyler Special	:34.87	103.241
50 Miles	9-2-72	Tom Bigelow	Elder Cadillac Co. Spl.	29:21.35	102.194
100 Miles	9-4-60	Jack Turner	Flatow Offy	1:05:14.29	91.970
SPRINT CARS					
1 Lap	9-2-61	Elmer George	Tony's Special	:34.38	104.712
10 Laps	9-2-61	Jim Hurtubise	Barnett Brothers Special	6:00.37	98.983
12 Laps	9-2-61	Bob Mathouser	The Rebel Special	7:44.75	92.953
25 Laps	9-2-61	Elmer George	500 Platolene Special	15:13.00	98.574

TIME-SPEED CONVERSION TABLE FOR ONE MILE DIRT TRACK

Time	Speed	Time	Speed	Time	Speed
33.00	109.091	35.00	102.857	37.00	097.297
33.10	108.761	35.10	102.564	37.10	097.035
33.20	108.434	35.20	102.273	37.20	096.774
33.30	108.108	35.30	101.983	37.30	096.515
33.40	107.784	35.40	101.695	37.40	096.257
33.50	107.463	35.50	101.408	37.50	096.000
33.60	107.143	35.60	101.124	37.60	095.745
33.70	106.825	35.70	100.840	37.70	095.491
33.80	106.509	35.80	100.559	37.80	095.238
33.90	106.195	35.90	100.279	37.90	094.987
34.00	105.882	36.00	100.000	38.00	094.737
34.10	105.572	36.10	099.723	38.10	094.488
34.20	105.263	36.20	099.448	38.20	094.241
34.30	104.956	36.30	099.174	38.30	093.995
34.40	104.651	36.40	098.901	38.40	093.750
34.50	104.348	36.50	098.630	38.50	093.506
34.60	104.046	36.60	098.361	38.60	093.264
34.70	103.746	36.70	098.093	38.70	093.023
34.80	103.448	36.80	097.826	38.80	092.784
34.90	103.152	36.90	097.561	38.90	092.545

AutoRacePromotionsInc.

presents

THE

Illinois State Championship

SEPT. 11

6:00 P.M. SAT. NITE

DUAL- DEMOLITION DERBY

Du Quoin, Illinois

STATE FAIRGROUNDS

FEATURE
WINNER
\$1,000

ENTER
A CAR



1956 — 1981 Championship Dirt Car Races Du Quoin, Illinois

Year	Winner	Starting Pos.	Year	Winner	Starting Pos.
1956	Jimmy Bryan	5th	1969	Al Unser	11th
1957	Jud Larson	1st	1970	Al Unser	1st
1958	Johnny Thomson	1st	1971	George Snider	4th
1959	Rodger Ward	2nd	1972	Tom Bigelow	3rd
1960	A. J. Foyt	4th		A. J. Foyt	1st
1961	A. J. Foyt	2nd	1973	Mario Andretti	2nd
1962	-rain-		1974	Mario Andretti	1st
1963	A. J. Foyt	5th	1975	Tom Bigelow	2nd
1964	A. J. Foyt	2nd	1976	Bubby Jones	3rd
1965	Don Branson	2nd	1977	Tom Bigelow	4th
1966	Bud Tinglestad	12th	1978	Pancho Carter	2nd
1967	A. J. Foyt	3rd	1979	Bill Vukovich	1st
1968	Mario Andretti	6th	1980	Gary Bettenhausen	2nd
			1981	Rich Vogler	6th

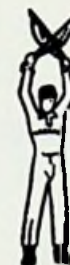
The Flags . . . from the driver's seat



THE GREEN FLAG..... Here we go again. This is the starting gun, the opening whistle—the race is on! The green flag tells us that the race is officially started, and during the long events, keeps us informed that the track is clear ahead — hang on! Here comes that first turn!



THE RED FLAG.....As always, this is the danger flag. Just like the red in a stop sign, it means STOP—and right now! There may have been a bad spill —perhaps someone has been hurt, or the track is completely blocked—when we see this one, we get stopped as quickly as we can. The race will probably be restarted, but let's find out what happened first.



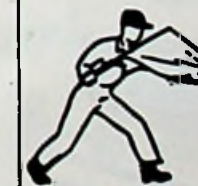
THE CROSSED FLAGS..... Half way! Crossed flags tell us that the race is half over. It makes no difference which ones the starter uses. He holds the cloth of the flags along the handle so we don't confuse his meaning . . . if it's a 50-lapper, this signal means that there are only 25 to go . . . can't back off yet!



THE BLACK FLAG.....This is the "Consultation flag," telling me to pull into the pits on the next lap . . . it is often called the disqualification flag, but it doesn't necessarily mean that I have done something wrong . . . I may be throwing oil or losing a part of my car. Can't ignore these signals; if I get it more than twice, I'll be disqualified!



THE BLUE FLAG WITH DIAGONAL STRIPE..... This is the "passing flag." It indicates that a faster car is about to lap me . . . he has already passed me, and he now has a complete lap on me. This flag tells me to "hold my groove" or position on the track until I am passed. There he goes . . . but I'm not worried . . . he may not last long at that pace. If the flag isn't handy Bruce and Bud will use hand signals.



THE WHITE FLAG.....This one means simply "one more lap" . . . we've been a little too busy to count them, and this lets us know that we are starting on that last long lap. We're always glad to see this one, but the one we really wait for is:



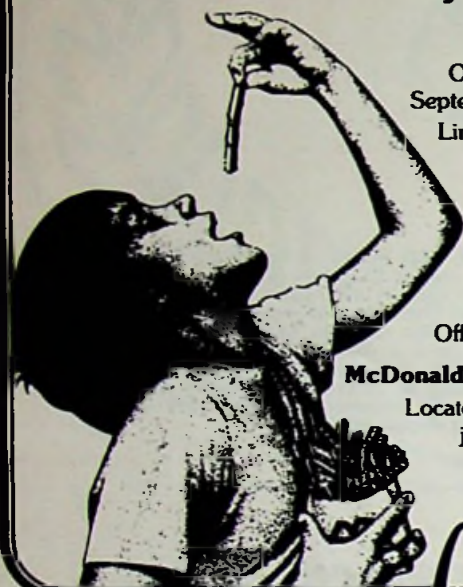
THE YELLOW FLAG.....This is the "caution flag." It tells us to slow down; to hold our position until the green flag is thrown again. The yellow flag indicates that there has been an accident on the track, or that the track has been partially blocked by a stalled car or a thrown wheel or other object. The yellow flag will remain out until the officials have determined that no one is injured seriously or that the track is not completely blocked.



THE CHECKERED FLAG.....This is the big one, the one we've been waiting for . . . it means it's all over but the shouting. We all want to get under this one first, but of course we can't all do it. We keep trying though, and I guess that's why you keep coming back. Thanks for the ride? Don't mention it . . . come again. And remember, when you drive your own car, although there are no flag signals, keep your eye on those traffic signs and obey them . . . they're the "flag signals of the highway."

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GATES OPEN:
Friday 9:00 a.m.
Saturday
Sunday

October Festival

October 1 & 2, 1982

Featuring

BOBBY VINTON

Plans are being completed for a new event to be scheduled for the October 1-2 weekend at the Du Quoin State Fairgrounds this fall, according to an announcement made today by Fair president Saleh S. Jabr.

"We are in the process of finalizing a contract with Bobby Vinton who will be featured in a Saturday night (Oct. 2) stage show," Jabr said.

The show will climax a two-day October Festival which will also include a small carnival and other ethnic activities and foods.

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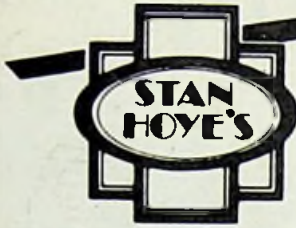
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