

Budweiser 400

Warner Hodgdon 200
June 13, 1982 - 11 am

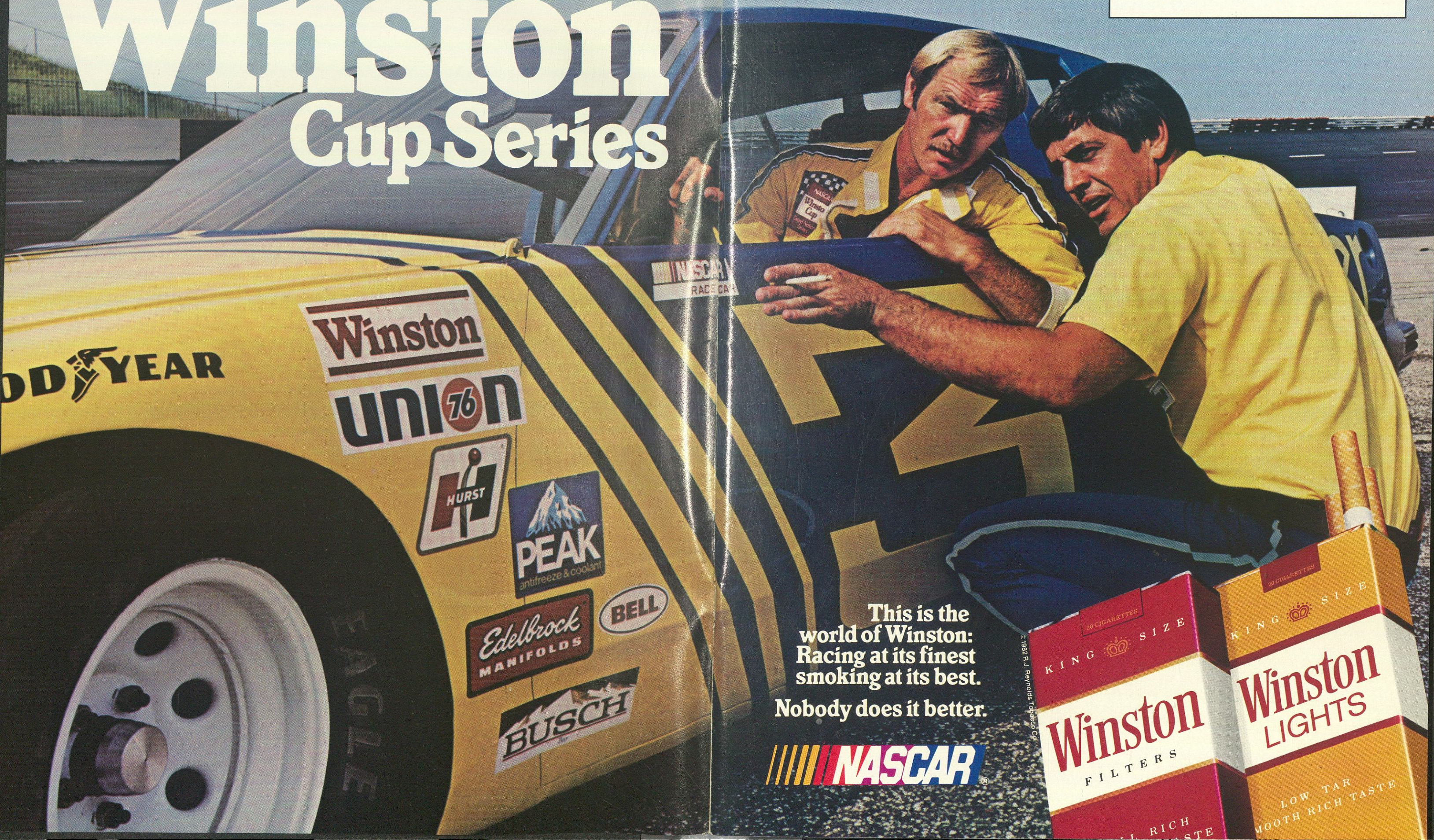


Riverside

LIGHTS: 11 mg. "tar", 0.9 mg. nicotine, KING: 15 mg. "tar", 1.1 mg. nicotine, av. per cigarette by FTC method.

Winston Cup Series

Warning: The Surgeon General Has Determined
That Cigarette Smoking Is Dangerous to Your Health.



This is the
world of Winston:
Racing at its finest
smoking at its best.
Nobody does it better.

NASCAR



CONTENTS

Schedule.....	4
400 Racing Purse.....	6
200 Racing Purse.....	8
Upcoming Events.....	12
Godfather (Ralph Salvino) by Mike Higgins.....	10
When I Grow Up (Ricky Rudd).....	16
NASCAR Flag System.....	20
Meet The Drivers.....	22
Big Business (Richard Childress) by Mike Mulhern.....	34
Last Year . . . Here 400 Results.....	44
Last Year . . . 200 Results.....	46
Happiness (Darrell Waltrip & Junior Johnson) by Mike Harris.....	54
Now Petty Sometimes Means Kyle.....	61
Time/Speed Conversion.....	66
200 Lap Chart.....	68
400 Lap Chart.....	70
Track Diagram.....	72

— WARNING — SPECTATORS, PATRONS, CONTESTANTS

All types of racing presented at Riverside International Raceway or other major speedways — modified, late model, sports cars, exotics, off road and motorcycles — are thrilling and spectacular — and can be dangerous.

We have taken every possible precaution for your safety, comfort and enjoyment of these races. You are requested to abide by all rules for the safety of yourself and others, and to use common sense in the interest of having an enjoyable and safe weekend. The Management assumes no liability for injuries to the body or property arising from an accident occurring during the races. You attend these events at your own risk.

Riverside International Raceway will pay a \$100 reward for information leading to the arrest and conviction of anyone found throwing objects of any kind on the race course or at any of the race cars.

Please abide by all safety regulations of the track.

Signed,

THE MANAGEMENT
RIVERSIDE INTERNATIONAL RACEWAY

Cover Photography by
Craig Fischer

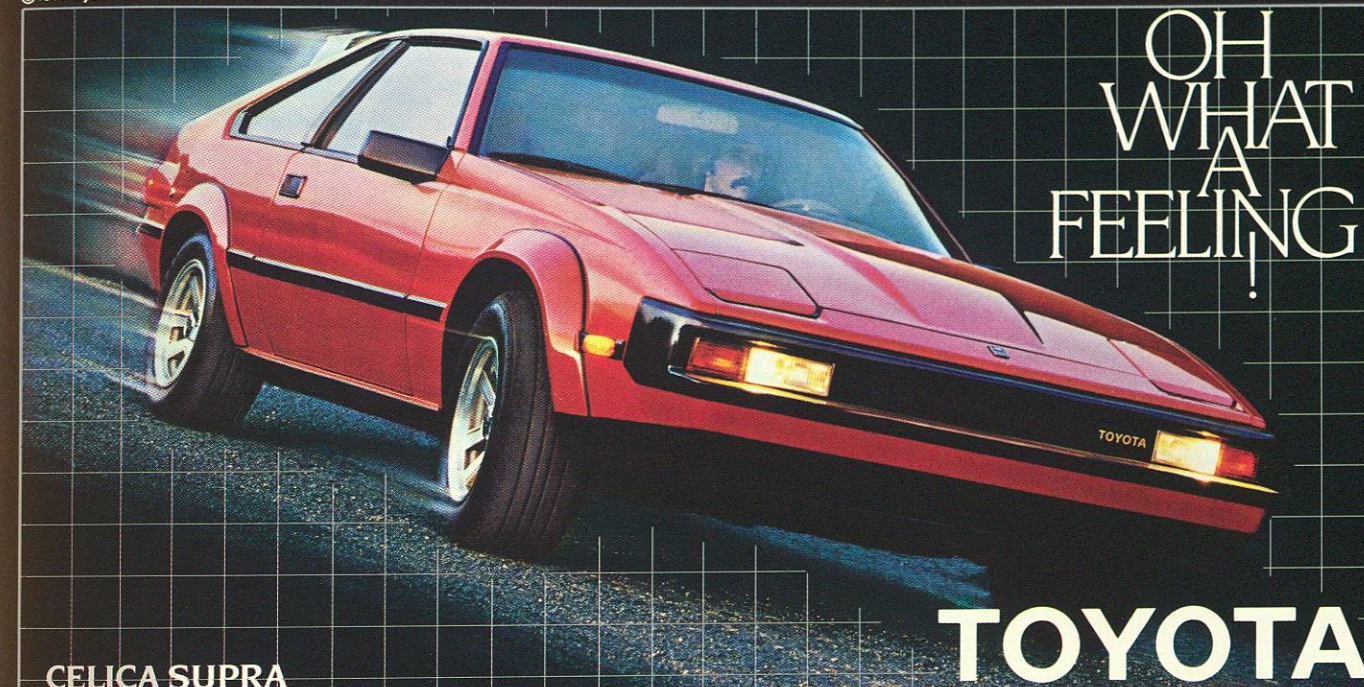
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A/C Delco.....	59
Air Cal.....	7
Ascof.....	48
Brookside.....	9
Budweiser.....	14
Buick.....	31
Busch.....	17
Cajon.....	48
Chevrolet.....	69
CRC Chemicals.....	53
Ford.....	32
Gatorade.....	35
Goodyear.....	5
Haddicks.....	13
Hodgdon.....	42
Hodgdon.....	60
Holiday Inn.....	45
Holley Carburetors.....	39
KLAC.....	47
KPRO.....	25
Mark C. Bloome.....	29
Mazda.....	41
Motorcraft.....	57
Neil Bonnett.....	50
Olds Dealers.....	51
Oldsmobile.....	55
Orange Show.....	40
Piedmont.....	21
Pepsi.....	C IV
Petty Fan Club.....	40
Pontiac.....	63
Saugus.....	50
Score.....	65
Servomation.....	30
Skoal.....	67
STP.....	36
Toyota.....	3
Tyler Mall.....	8
Union Oil.....	19
Valvoline.....	27
Winston.....	C II
Winston Tires.....	49
Wrangler.....	C III

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OH
WHAT
A
FEELING!

TOYOTA

CELICA SUPRA

IT TAKES THE RIGHT STUFF TO BE IMPORT CAR OF THE YEAR.

The experts at Motor Trend Magazine know the right stuff when they see it. That's why they named Supra the Import Car of the Year — over competition like Datsun Turbo ZX, BMW, and Mercedes Benz! Motor Trend described Supra as "the stuff car nuts dream about... one of those cars that only comes along every ten years or so."

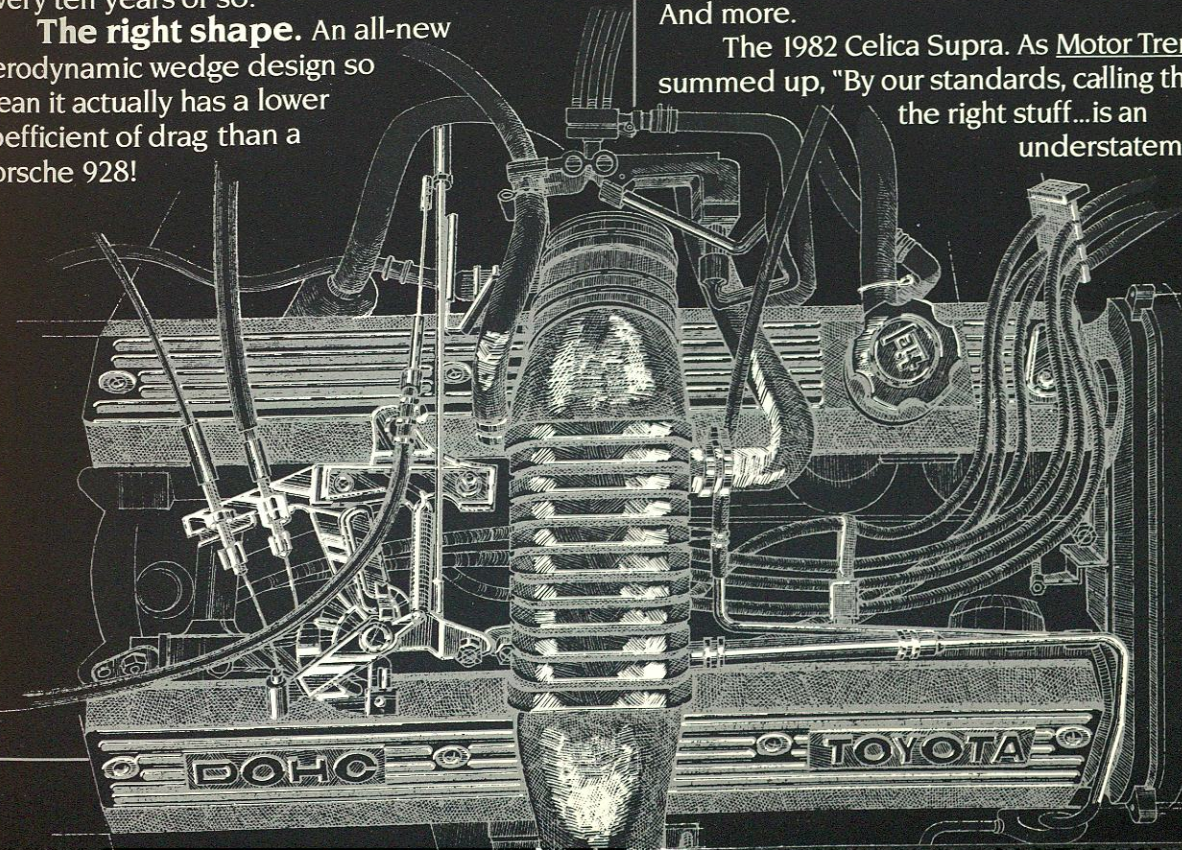
The right shape. An all-new aerodynamic wedge design so clean it actually has a lower coefficient of drag than a Porsche 928!

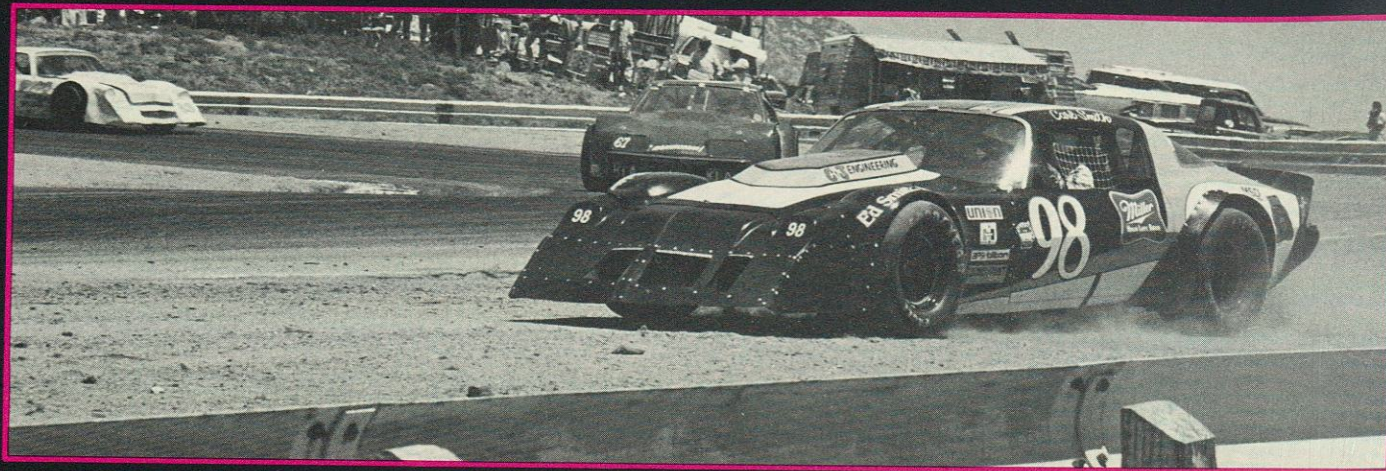
The right engine. Open the hood and those twin aluminum valve covers tell the world this is no ordinary power plant — this is a high-revving Twin-Cam Six! And it's electronically fuel injected for optimum response.

The right interior. A driver's sport seat with 8 different adjustments — even pneumatically-regulated lumbar support! Plus full instrumentation, and an AM/FM/MPX stereo receiver with 5 speakers. All standard.

The right handling. 4-wheel independent suspension, with 4-wheel ventilated disc brakes. Variable assist power rack-and-pinion steering. 5-speed overdrive transmission. And more.

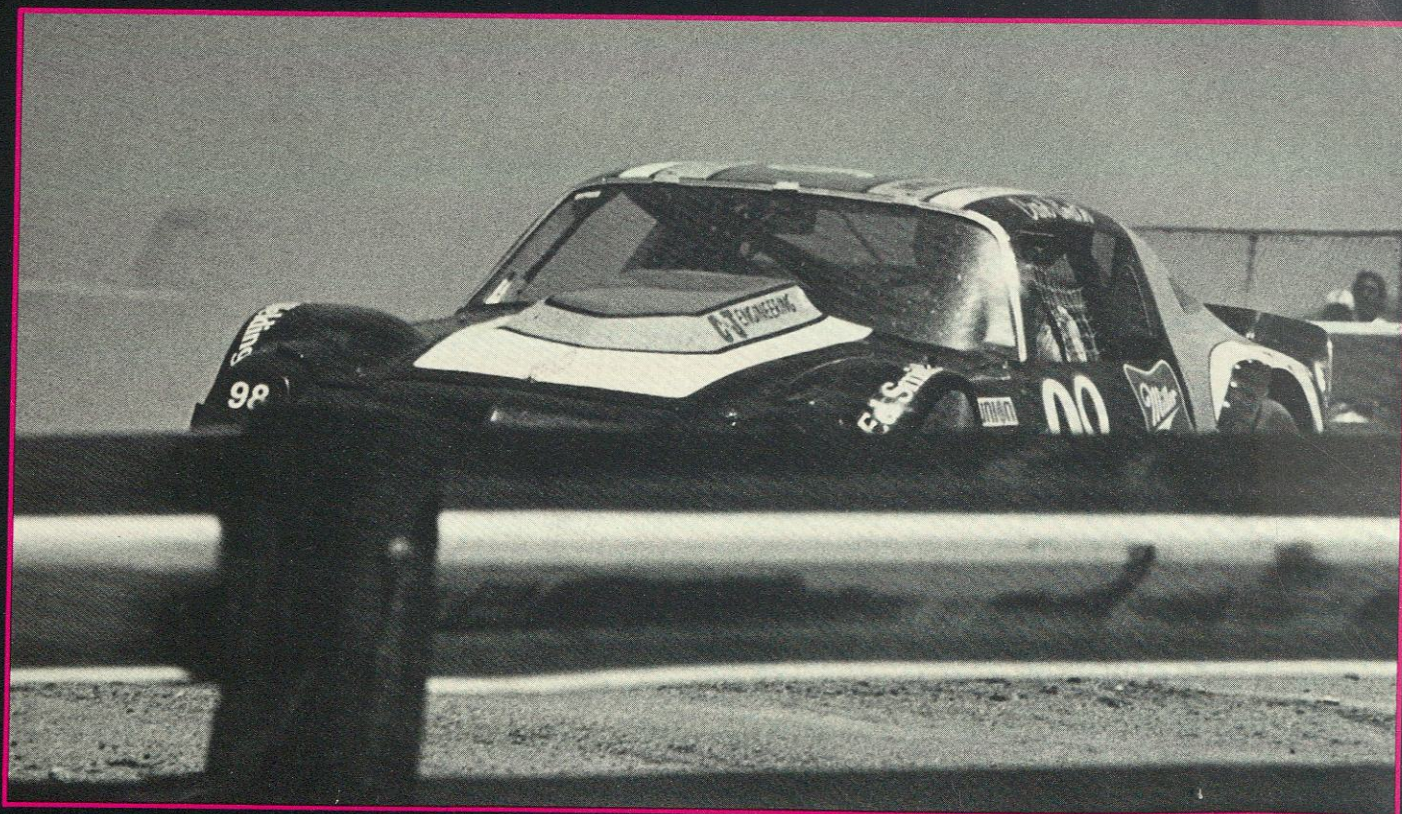
The 1982 Celica Supra. As Motor Trend summed up, "By our standards, calling this car the right stuff...is an understatement!"





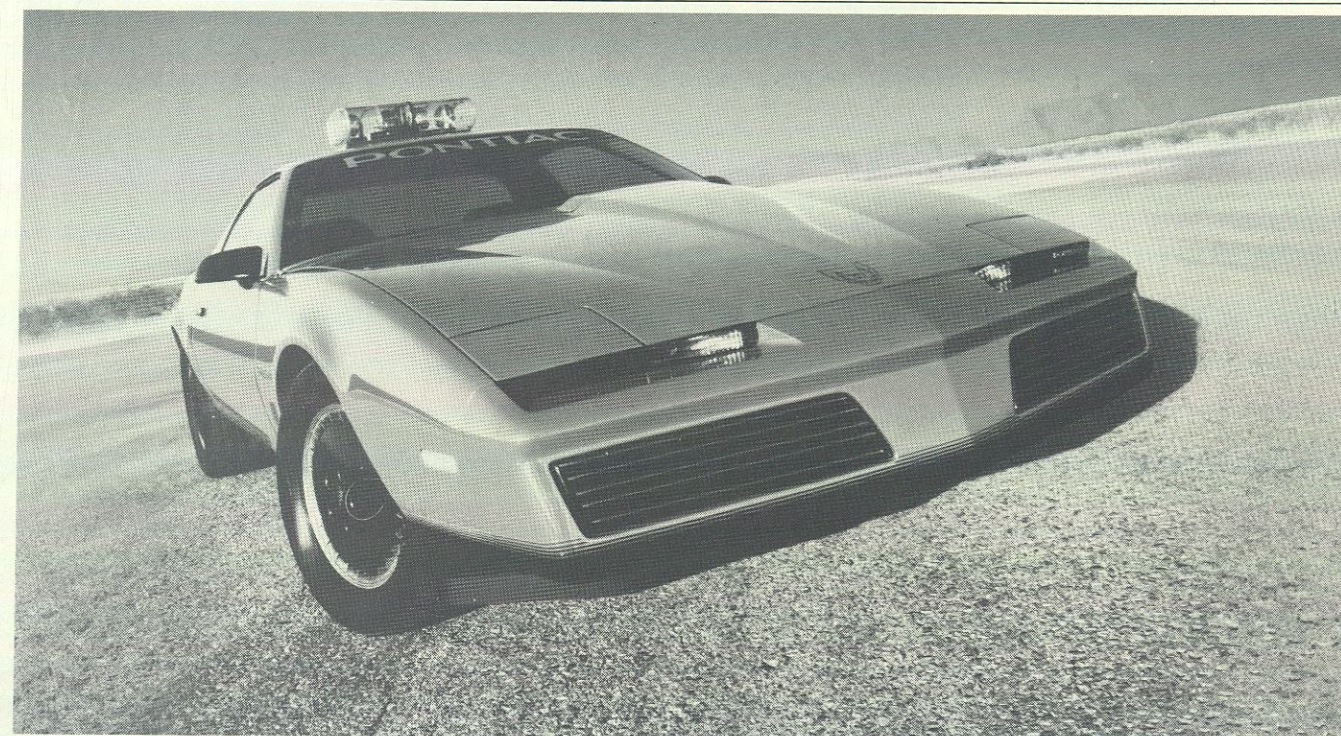
WEEKEND SCHEDULE

Friday, June 11 — 8:30 am	400 Practice
11:30 am	200 Practice
1:00 pm	400 Practice
2:00 pm	200 Practice
3:00 pm	400 Qualifying (20 cars)
5:00 pm	200 Practice
Saturday, June 12 — 8:30 am	400 Practice
10:00 am	200 Qualifying (20 cars)
11:30 am	400 Practice
12:30 pm	200 Practice
2:00 pm	400 Qualifying (15 cars)
3:30 pm	200 Qualifying (15 cars)
4:30 pm	400 Practice
Sunday, June 13 — 10 am	Opening Ceremonies
11 am	Warner W. Hodgdon 200
1 pm	Budweiser 400



PHOTOS BY FRANK MORMILLO

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



AND FOR YOUR CAR, TOO.

From Formula One to NASCAR. From Indianapolis to Daytona to LeMans.

That's where you'll find Goodyear's racing Eagles, performing on the world's quickest racing cars.

And now, drawing on our unequalled racing experience, we've tamed our racing Eagles for the streets. As our newest line of high-performance radials:

Eagle NCT. Eagle GT. Eagle ST.

Each one has a proven racing heritage. Each one is now ready to perform for you.

EAGLE NCT. For quick-handling imported and domestic road cars we build the Flexten-belted Eagle NCT, our ultimate performance tire.

(Flexten is a man-made aramid fiber that, pound for pound, is stronger than steel.)

The Eagle NCT carries black-on-black sidewall styling. And a tread pattern derived from Goodyear's Formula One racing rain tires. Hence its outstanding abilities in the wet.



EAGLE GT. This is the Eagle that was chosen as the optional original equipment radial for the 1982 Corvette. And as the radial for the 130-mph Daytona 500 Pontiac Trans Am Pace Car.

The Eagle GT is a steel-belted radial, with raised outline white-letter styling. And a tread pattern similar to the Eagle NCT.

EAGLE ST. For strong-performing street cars and vans, choose the fiberglass-belted Eagle ST.

The Eagle ST's tread pattern was derived from Goodyear's two-time IMSA RS Championship winning radial.

It features solid white-letter styling. And has performance that belies its price.

So if you want radials with a true racing heritage, visit the Eagles' Nest. At your Goodyear dealer or store.

GOODYEAR
QUALITY AND INNOVATION

400 RACING PURSE

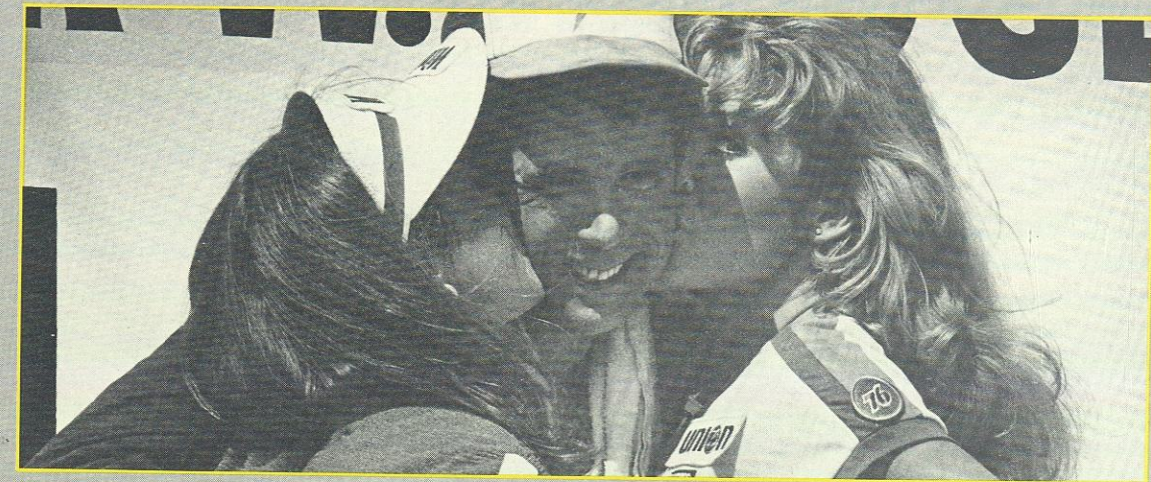
**Budweiser
"400"**
Sunday, June 13, 1982
**POSTED AWARDS —
\$217,400**

Racing Purse

1st.....	\$10,800
2nd.....	7,500
3rd.....	4,870
4th.....	3,735
5th.....	3,135
6th.....	2,735
7th.....	2,435
8th.....	2,235
9th.....	2,035
10th.....	1,835
11th.....	1,635
12th.....	1,560
13th.....	1,495
14th.....	1,430
15th.....	1,365
16th.....	1,300
17th.....	1,250
18th.....	1,200
19th.....	1,150
20th.....	1,100
21st.....	1,065
22nd.....	1,030
23rd.....	995
24th.....	960
25th.....	925
26th.....	890
27th.....	855
28th.....	820
29th.....	785
30th.....	750
31st.....	715
32nd.....	680
33rd.....	645
34th.....	610
35th.....	575

Provisional Purse Awards

36th.....\$575
37th.....575
have been established for up to two additional starting positions which will be available to any of the top 25 car owners in the Winston Cup Grand National point standings and the top 10 owners in the Winston West Grand National point standings as of June 10, 1982 who have not qualified for one of the original 35 starting positions, provided eligible owner's car added to the field is the car which was used in the official qualifying attempt. Official point standings and not time trial speed will determine these positions. The decision of what constitutes a qualifying attempt shall be at the discretion of the Winston Cup Director. Any car owner who has taken advantage of these starting positions two times prior to the present event during the 1982 season will not be eligible.



MORRILLO PHOTO

Bell Helmets

1st.....	\$300
2nd.....	200

Champion Spark Plugs

1st.....	\$500
2nd.....	300
3rd.....	200
4th.....	100

Crane Cams

1st.....	\$500
2nd.....	400
3rd.....	300

CRC Chemicals 5-56 or Drakleen

1st.....	\$300
2nd.....	150
3rd.....	125

Edelbrock Intake Manifolds

1st.....	\$350
2nd.....	250
3rd.....	150

Holley Carburetors

1st.....	\$200
2nd.....	150
3rd.....	100
4th.....	50

Hurst/Airheart Disc Brakes

1st.....	\$150
2nd.....	125
3rd.....	100
4th.....	75
5th.....	50

Hurst Shifters

1st.....	\$150
2nd.....	125
3rd.....	100
4th.....	75
5th.....	50

Koni Shock Absorbers

1st.....	\$300
2nd.....	200
3rd.....	100

Monroe Shock Absorbers

1st.....	\$300
2nd.....	200
3rd.....	100

Moog Chassis Parts

1st.....	\$300
2nd.....	150
3rd.....	50

Moroso Blue Max Spark Plug Wires

1st.....	\$200
2nd.....	150
3rd.....	100

PEAK Antifreeze and Coolant

1st.....	\$300
2nd.....	200
3rd.....	100

Ram Automotive Clutches

1st.....	\$250
2nd.....	100
5th.....	50

Sears DieHard Batteries

1st.....	\$250
2nd.....	150
3rd.....	100

Speed-Pro Piston Rings

1st.....	\$200
2nd.....	125

STP Oil Treatment

1st.....	\$300
2nd.....	200
3rd.....	100

STP Oil Filters

1st.....	\$300
2nd.....	200
3rd.....	100

Union 76 Engine Oil

1st.....	\$1,000
2nd.....	750
3rd.....	500
4th.....	300
5th.....	200

Union 76 Gasoline

1st.....	\$500
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TOTAL AWARDS

1st.....	\$17,150
2nd.....	11,425
3rd.....	7,095
4th.....	4,335
5th.....	3,535

Qualifying and Special Awards

*\$1,600 Time Trial money to the fastest qualifier on Friday, June 11.

*Includes \$1,200 Busch Beer award to pole position winner as determined in time trials.

The following awards will be paid provided drivers enter before entry deadline, qualify for and compete in the Budweiser "400":

\$1,650 to Winston Cup Grand National Champion Darrell Waltrip.

\$1,000 to Winston West Grand National Champion Roy Smith.

\$1,000 award to 1981 Champion Spark Plug Rookie-of-the-Year Ron Bouchard if he enters before entry deadline, qualifies for, and competes.

\$500 Champion Spark Plug award to the highest finishing Rookie-of-the-Year Candidate as defined by the official Rookie-of-the-Year Driver Candidate Agreement.

\$1,290 Ingersoll-Rand/Proto Tools awards divided: 1st \$500 plus \$390 Ingersoll-Rand/Proto Tools 500 15 pc. combination wrench set; 5th-\$200 of Ingersoll-Rand/Proto Tools; 10th-\$100 of Ingersoll-Rand/Proto Tools; most improved position, car still running*, \$100 of Ingersoll-Rand/Proto Tools.

*In event of a tie, the car starting farthest back will be the winner.

\$500 Busch Beer award to fastest second day qualifier.
\$800 TRW Piston Rings award to car owners, divided: 1st-\$300; 2nd-\$150; 3rd-\$100; 5th-\$75; 10th-\$75; 15th-\$50; 20th-\$50.

\$500 TRW Connecting Rod Bearings awards to car owners, divided: 1st-\$200; 2nd-\$100; 3rd-\$75; 12th-\$50; 16th-\$50; 20th-\$25.
\$500 Total Seal Piston Rings awards to car owners, divided: 1st-\$200; 2nd-\$125; 3rd-\$75; 4th-\$50; 10th-\$25; 20th-\$25.

\$2,000 Gillette-Atra® Lap Leader Award to the leader of the most laps. In the event of a tie, the driver finishing highest in the race will be declared the winner of this award.

\$500 Weld Wheels awards to car owners, divided: 1st-\$250; 2nd-\$150; 3rd-\$100.

\$250 PEAK antifreeze & coolant "coolest driver of the race" award as determined by MRN broadcast crew.

\$175 Speed-Pro Piston Rings awards divided: 10th-\$100; 20th-\$75.

\$500 Goody's Headache Powder award to the competitor selected by the press.

\$100 CRC Chemicals award to 10th place finisher.

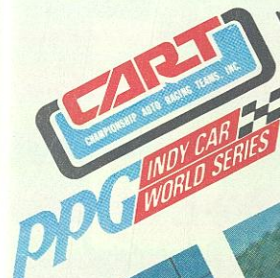
\$50 Moroso Blue Max Spark Plug Wires award to 10th place finisher.

\$100 Ram Automotive Clutches awards, divided: \$50 each to 10th and 15th place finishers.

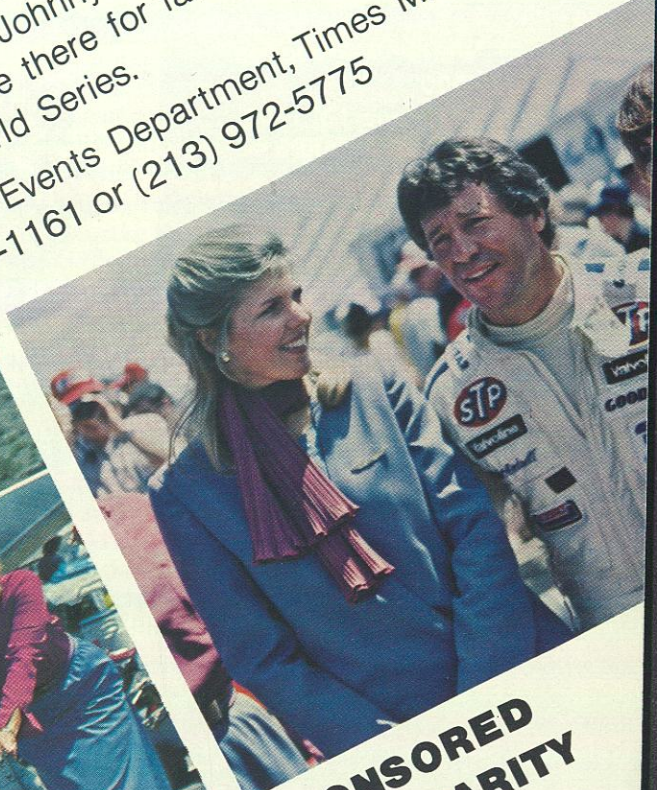
GET MOVING! AIRCAL 500

Sunday Aug. 29,
Riverside
International Raceway

The Indy cars return to Riverside International Raceway Sunday, Aug. 29, for the AirCal 500. Mario Andretti, Rick Mears, Johnny Rutherford, Josele Garza and the rest of the CART Indy car stars will be there for fame, glory and valuable points in the million dollar PPG Indy Car World Series.



**SPONSORED
FOR CHARITY
BY THE
LOS ANGELES
TIMES**



200 RACING PURSE

Warner W. Hodgdon
"200"

Sun., June 13, 1982
POSTED AWARDS —
\$21,100

Racing Purse

1st	\$3,500
2nd	2,500
3rd	1,200
4th	1,000
5th	850
6th	700
7th	600
8th	500
9th	400
10th	300
11th	290
12th	280
13th	270
14th	260
15th	250
16th	240
17th	230
18th	220
19th	210
20th	200
21st	195
22nd	190
23rd	185
24th	180
25th	175
26th	170
27th	165
28th	160
29th	155
30th thru 35th	\$150 each.
(STARTING FIELD LIMITED TO 35 CARS.)	

Carrera Shocks

1st	\$100
-----	-------

Edelbrock Intake Manifolds

1st	\$150
2nd	75
3rd	50

Hurst/Airheart

Disc Brakes

1st	\$150
2nd	100
3rd	75

McCreary

Tires

1st	\$500
2nd	300

Union 76 Division

1st	\$500
2nd	300
3rd	200

POSTED AWARDS

1st	4,900
2nd	3,275
3rd	1,525

Special Awards

\$400 to NASCAR National Grand American Champion Wayne Niedeken, Jr., if he enters before entry deadline, qualifies for, and competes in the race.

\$50 Carrera Shocks bonus to winner if car is equipped with Carrera Coil Over Shocks on all four wheels.

\$25 Carrera Shocks award to fastest qualifier if car is equipped with Carrera Shocks.

\$350 Tilton Engineering product certificate awards to drivers, divided: 1st-\$200; 2nd-\$100; 3rd-\$50. Awards contingent on display of decal only.

Speed-Pro Piston Rings awards: 1st-Two sets of rings, 2nd-One set of rings.



TAKACS PHOTO



FORGET SOMETHING?

We're open every day to serve you!

Tyler Mall is The Place To Be for all your one-stop shopping needs. We're just 15 minutes away from the Raceway heading west on the California 91 Freeway at the Tyler Street Offramp.

Hours? Monday through Friday from 10am to 9pm, Saturday from 10am to 6pm, and Sunday from Noon to 5pm.



Official Wine Serving Riverside Raceway

Brookside's Major Labels



Vaché

Brookside's premium, vintage-dated, varietal wines are marketed under the Vaché label. These cork-finished premium wines are bottled only in 750ml size and all include the appellation of origin on the label. Among the most popular Vaché premium wines are these varietals from Brookside's vineyards at Temecula (Rancho California): Cabernet Sauvignon, Chardonnay, Chenin Blanc, Sauvignon Blanc and Petite Sirah. Two other Vaché soft wines, with less than 10% alcohol, Soft Chenin Blanc and Soft Johannisberg Riesling, are finding wide acceptance with Brookside customers. In addition, Brookside offers selected California varietal and generic wines in 1.5L bottles under the Vaché Heritage Selection label. Among these popular wines are Chablis, Chenin Blanc, Cabernet Sauvignon and Chardonnay. In recent years, Vaché premium wines from Brookside have been honored with several medals at the Los Angeles County Fair.

Assumption Abbey

Brookside's moderately-priced, premium California varietal and generic wines are marketed under the Assumption Abbey label. These excellent wines all are cork-finished and available only in the 750ml size. Among the white wines, most popular are St. Emilion (a white Burgundy) and Emerald Riesling. Red wine fanciers enjoy Pinot St. George and Cabernet Sauvignon. Also marketed are premium dessert wines, including Angelica and Sherry Palido, which are aged in oak. The benedictine monks at Assumption Abbey, Richardton, N.D., receive a royalty on all Assumption Abbey sales. In recent years, Brookside has been honored with many awards for its Assumption Abbey wines, including four gold metals at the Los Angeles County Fair.

Brookside

The third major label marketed is Brookside's own popular-priced Brookside wines. These California favorites include table wines, light and mellow wines, and dessert and aperitif wines, most available in 750ml, 1.5L and 4 L sizes. Among the most popular Brookside Cellar wines are Burgundy, Chablis and Rose Suave, Brookside Estate favorites include Hausmarke Rhine, Brookside Chocolate, Guasti Apricot and Black Velvet. At the Los Angeles County Fair in recent years, Brookside wines have won many medals, including six golds.

Brookside Wine Tasting Cellars

Brookside Vineyard Company has more than 30 retail tasting cellars in California and Arizona. In addition, Brookside wines are featured exclusively at non-company operated stores in Arizona, Nevada and Illinois. From these neighborhood retail wine tasting outlets, more than 100 varieties of Assumption Abbey, Vaché, Brookside and Vin de Biane Fres wines are available. Additional distribution is available in select national and international markets.



Brookside
Southern California's
Largest Winery



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."

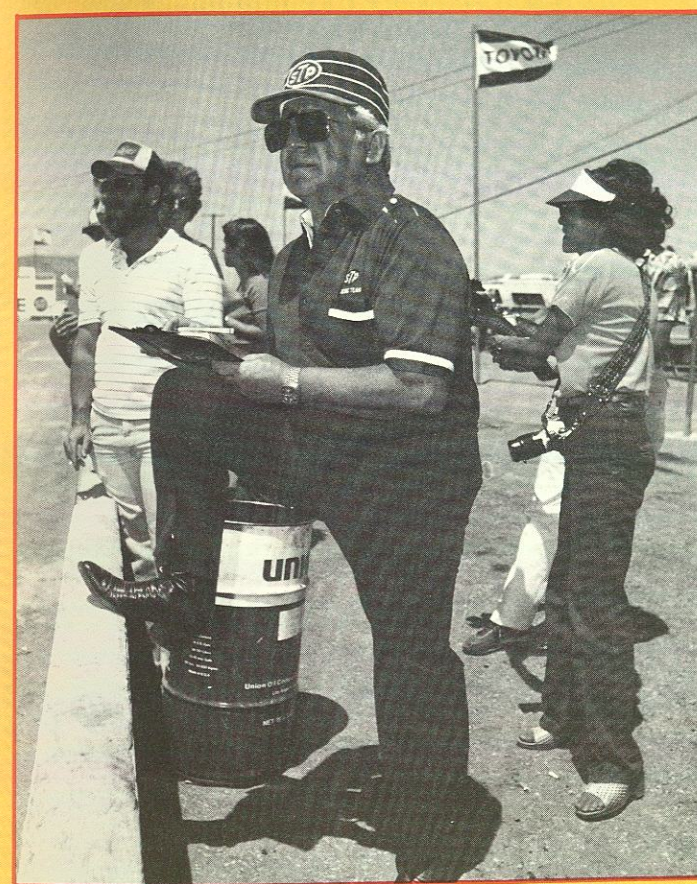
Translation: That's Ralph Salvino, director of motorsports programs for the STP Corporation, Petty's longtime sponsor.

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

Not only that, but everytime Salvino 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 Salvino was laying brick in his native Pittsburgh.

"Then, lucky for me I was struck with tennis elbow," Salvino 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."

Salvino shook his head in wonderment, then continued:

"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."

There are a lot of Salvino anecdotes.

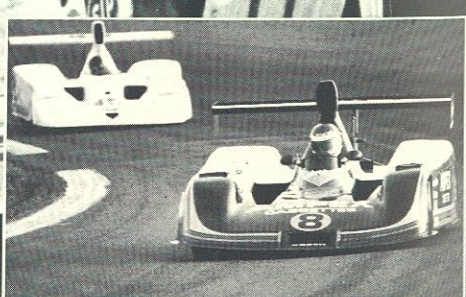
Such as the time two motorsports writers were talking while awaiting a flight at Los Angeles International Airport. One caused some strong stares and whispers when he loudly proclaimed that "I'm gonna have the Godfather take care of so-and-so."

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 who 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.



THEY'RE COMIN'

AUGUST 7-8 **BRIDGESTONE/SCORE OFF ROAD WORLD CHAMPIONSHIP**
—2, 3 and 4 Wheel Off Road Races

AUGUST 28-29 **AIRCAL 500**—CART Indy Car Race
WARNER HODGDON 200—Winston West Grand National Stock Car Race
HISTORIC AUTO RACES

OCTOBER 2-3 **RIVERSIDE CAN-AM CHALLENGE CUP**—Sports Car Races
HISTORIC CAN-AM RACE

NOVEMBER 20-21 **WINSTON WESTERN 500**—Winston Cup Grand National Stock Car Race
WARNER HODGDON 300—Grand American Stock Car Race

COMIN' ATCHA!!!

RIVERSIDE INTERNATIONAL RACEWAY

ORDER YOUR TICKETS NOW!!! For Further Information: Riverside International Raceway, 22255 Eucalyptus Avenue, Riverside, CA 92508 Telephone 714/653-1161.

Haddick's

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BUDWEISER® PLAYS TO WIN.

THE BUDWEISER JEEP HONCHO HAS WON 14 MAJOR OFF-ROAD EVENTS INCLUDING THE BAJA 1000. A UNIQUE SUSPENSION SYSTEM INCLUDING FOUR SHOCKS ON EACH WHEEL ALLOWS SPEEDS UP TO 150 MPH IN DESERT TERRAIN. OWNER: MIKE MOORE. DRIVER: ROGER MEARS.



MISS BUDWEISER'S V-12 ENGINE PRODUCES 3,800 HORSEPOWER AND ALLOWS THIS 6-TIME NATIONAL CHAMPION HYDROPLANE TO REACH STRAIGHTAWAY SPEEDS UP TO 230 MPH. OWNER: BERNIE LITTLE. DRIVER: DEAN CHENOWETH.



THE BUDWEISER ROCKET CAR BECAME THE FIRST MANNED VEHICLE TO BREAK THE SPEED OF SOUND ON LAND (739.6 MPH) ON DECEMBER 17, 1979. A 48,000 HORSEPOWER ROCKET ENGINE PROVIDES THE THRUST TO ACCELERATE FROM 0 TO 143 IN THE FIRST SECOND. OWNER: HAL NEEDHAM. DRIVER: STAN BARRETT.



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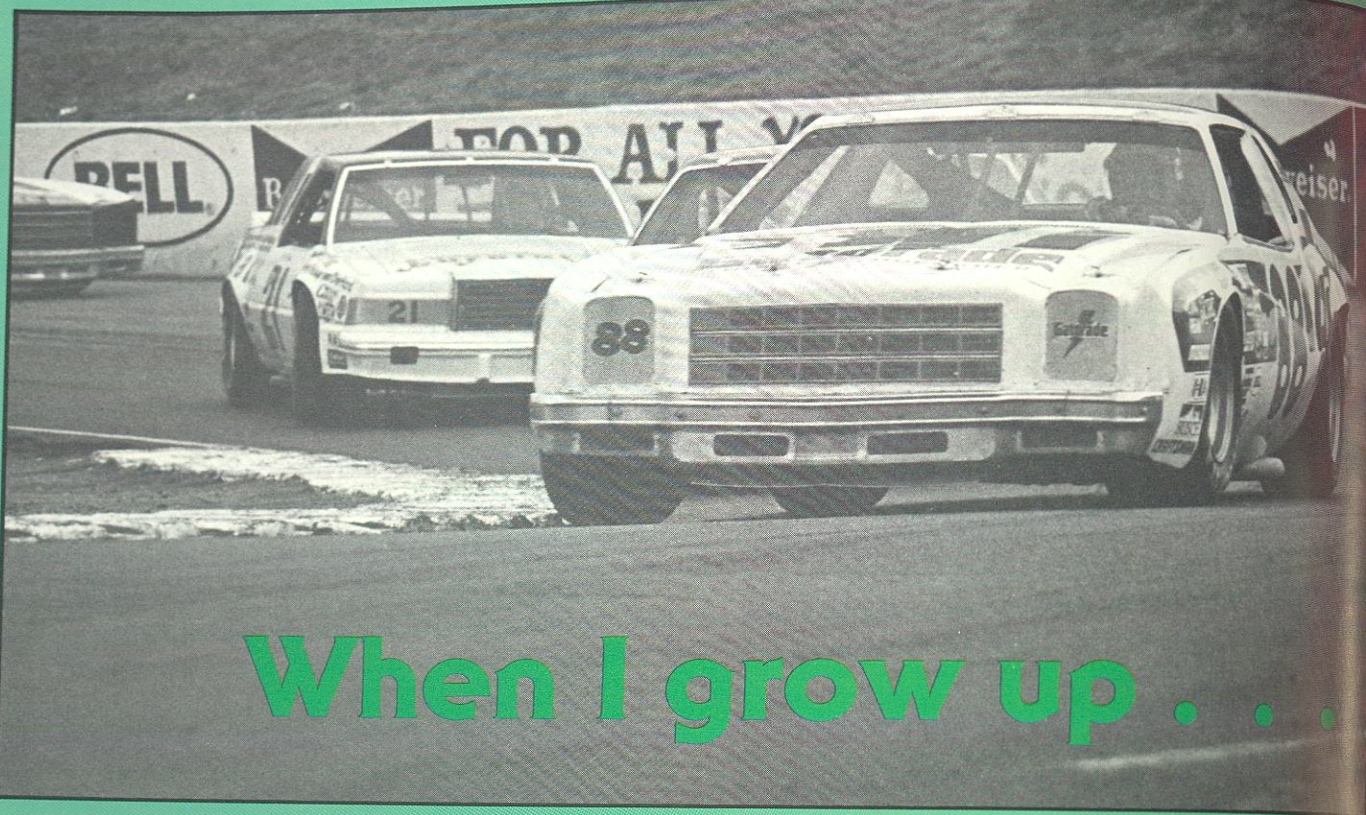
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THIS BUD'S® FOR YOU.





When I grow up . . .

The first car that Ricky Rudd drove was actually built for his sister, Carolyn. But to a four-year-old, the thrill of climbing behind the wheel of the go-kart-type vehicle was what was important — not whose car it was. The exhilaration that Rudd felt at that tender age was so intense that "I knew I wanted to drive a race car for a living."

He immediately began pestering his dad to build him a car. "I guess dad finally got tired of me asking him," says Rudd as he recalls getting into his own go-kart at the age of six.

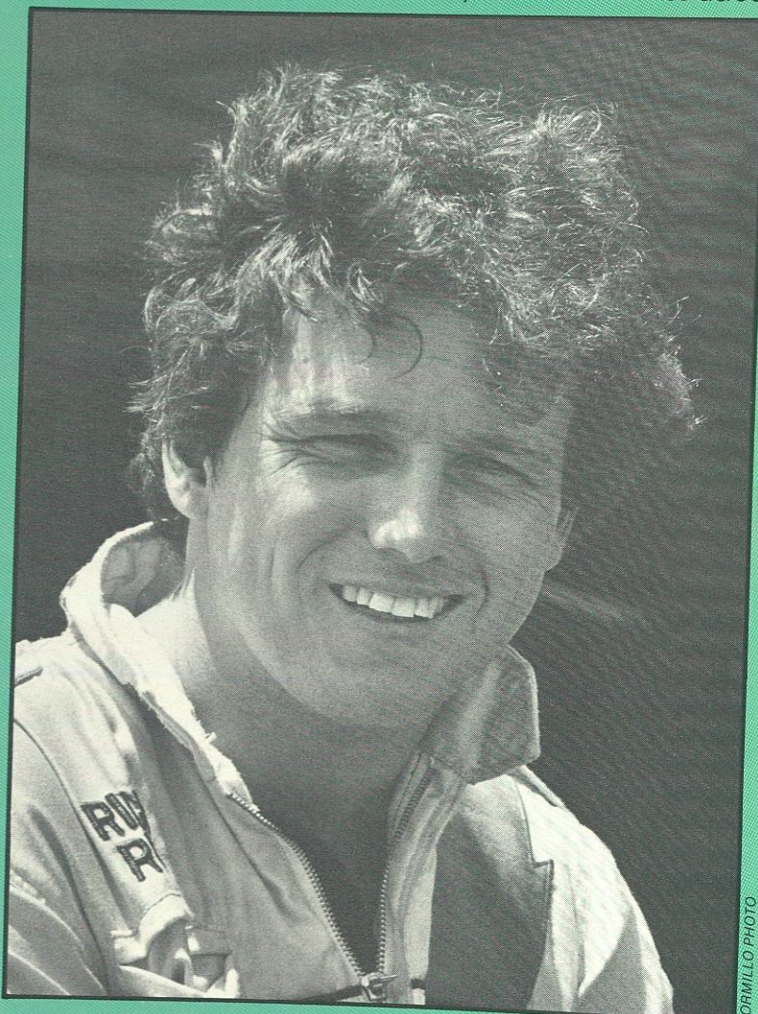
Two years later, he went racing. And the result was a house full of trophies as he won race after race as well as the national championship.

"I learned a lot during those days," adds the 24-year-old. "I found out just how important preparation and equipment were to being a winning driver. I felt we were the best prepared team in those days. If we didn't have any problems, we should — and did — win the race."

As he neared the end of his teenage years, Rudd began dreaming about other forms of racing — Formula One, Indianapolis and NASCAR Winston Cup. "I knew I wanted to continue racing, but I didn't know what," he explains.

He first considered Grand Prix. But the realization that it would take a minimum of \$1 million to race Formula One ended that dream.

Then he and his dad Al remembered an old friend, Bill Champion. Champion, who had driven for Rudd's father on the modified circuit, was a long-time veteran of the NASCAR wars. While Champion had never been a front-runner, he knew what it would take to win.



MORMILLO PHOTO

Round up a round.



The Rudds and Champion decided the best way for Ricky to get started in Winston Cup racing was in a Champion-owned Ford. Ricky's first race was the Carolina 500 at N.C. Motor Speedway in March 1975. "All I wanted to do was survive," recalls Rudd, who was 18 at the time. "I just wanted to know the thrill of racing against the drivers that I had been reading about."

While neither Cale Yarborough, who won the event, nor Richard Petty had any idea who was piloting No. 10 as they passed him repeatedly during the 492-lap event, Rudd was content to learn and finish 11th. He then took the car to Bristol for the Southeastern 500 a few weeks later and registered his initial top ten finish — 10th.

Although he only ran four races in '75 and four



more in '76, Rudd had made his decision — Winston Cup racing was where it was at for him.

With the help of his dad and brother, Al Jr., Rudd went after the rookie of the year title in 1977. He accomplished his goal while finishing in the top ten in ten of the 25 races he ran.

But the big-buck sponsor didn't come along as the Rudds had hoped. So Ricky was only able to run 13 races in 1978 as a lack of finances cooled any aspirations of upgrading the equipment he was running.

Then in 1979 he was asked to drive the Junie Donlavey Ford. "This was a big step forward," points out Rudd, who finished in the top ten in 17 of 28 races while winning \$146,302. But just when Rudd thought his career was on an upward movement, Donlavey informed him that Jody Ridley would pilot the car in 1980. "The arrangement would mean more money for Junie," says Rudd in explaining the reason why he lost the ride.

Nothing went right for Rudd after that and he admits that the idea of quitting entered his mind. "But I knew that if I dropped from sight, I would quickly be forgotten and if a top ride would come along my name would not be even brought up," he says.

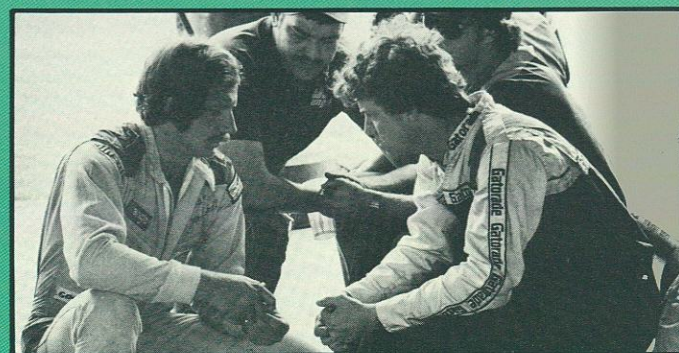
"Plus, I was determined to prove that I could make it to the top. I knew that I could drive a race car. I was lacking the money and equipment to do it."

As the 1980 Winston Cup season neared its conclusion, Rudd heard all rumors about the driv-

er shuffle that would take place among most of the top teams during the off-season. He wanted to be considered for one of the first-class rides, but he knew that nothing during the year had shown that he deserved such an opportunity.

"I decided to pour all my money and effort into the National 500 (at Charlotte Motor Speedway in October)," he notes. With the help of adroit mechanic Harry Hyde, Rudd qualified second and ran upfront throughout the race before finishing fourth.

Yet he felt empty as he unloaded the car back home late that evening. "It was probably the best race I've ever ran and it was the best I had ever qualified, but what had it gotten me," Rudd recalls of his feelings on that night. "I was still just one



of the back packers (drivers who are forced to be content with a top ten finish maybe two or three times a year). All the time and trouble seemed to have been for nothing."

But he had been noticed — by Bill and Jim Gardner, owners of the Gatorade Chevrolet that Darrell Waltrip had been driving. Waltrip, who won 26 Winston Cup events in the DiGard auto, wanted out of his contract with the Gardners. The two groups finally reached a settlement and Rudd was one of the candidates to fill the driver's seat.

"When we first started talking," says Rudd, "I tried to keep my hopes from soaring. I don't think I could have stood another major disappointment."

A few weeks later, Rudd signed to drive for the Gardners and Gatorade and "all the pressure that I had been under disappeared," states Rudd.

But what about the pressure of driving a proven winner on the Winston Cup circuit? "The real pressure in racing is building and maintaining your own car, getting it ready for race after race with little or no help or money," he replies. "That's pressure."

"The only pressure on me is what I put on myself. I'm probably harder on myself than anybody else could be. I want to win and I want to win now. And I feel it won't be long before it happens."

When the Gardners selected Rudd, they said "Ricky's going to be the next superstar of the sport." The Rudds have felt this way ever since little Ricky climbed into his sister's car 20 years ago and cried, "I'm going to be a race driver."

Richard Petty and Bobby Allison go with the spirit...on and off the track.



Richard Petty and Bobby Allison have taken plenty of checkered flags with Union 76 racing products. They choose them for just one reason—performance.

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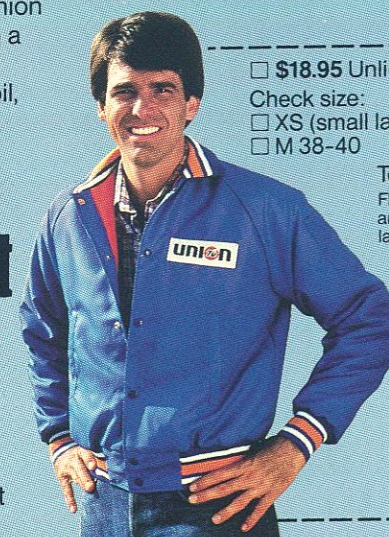
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So next time you need gasoline, motor oil, or other fine products for your car, do as Petty and Allison do.

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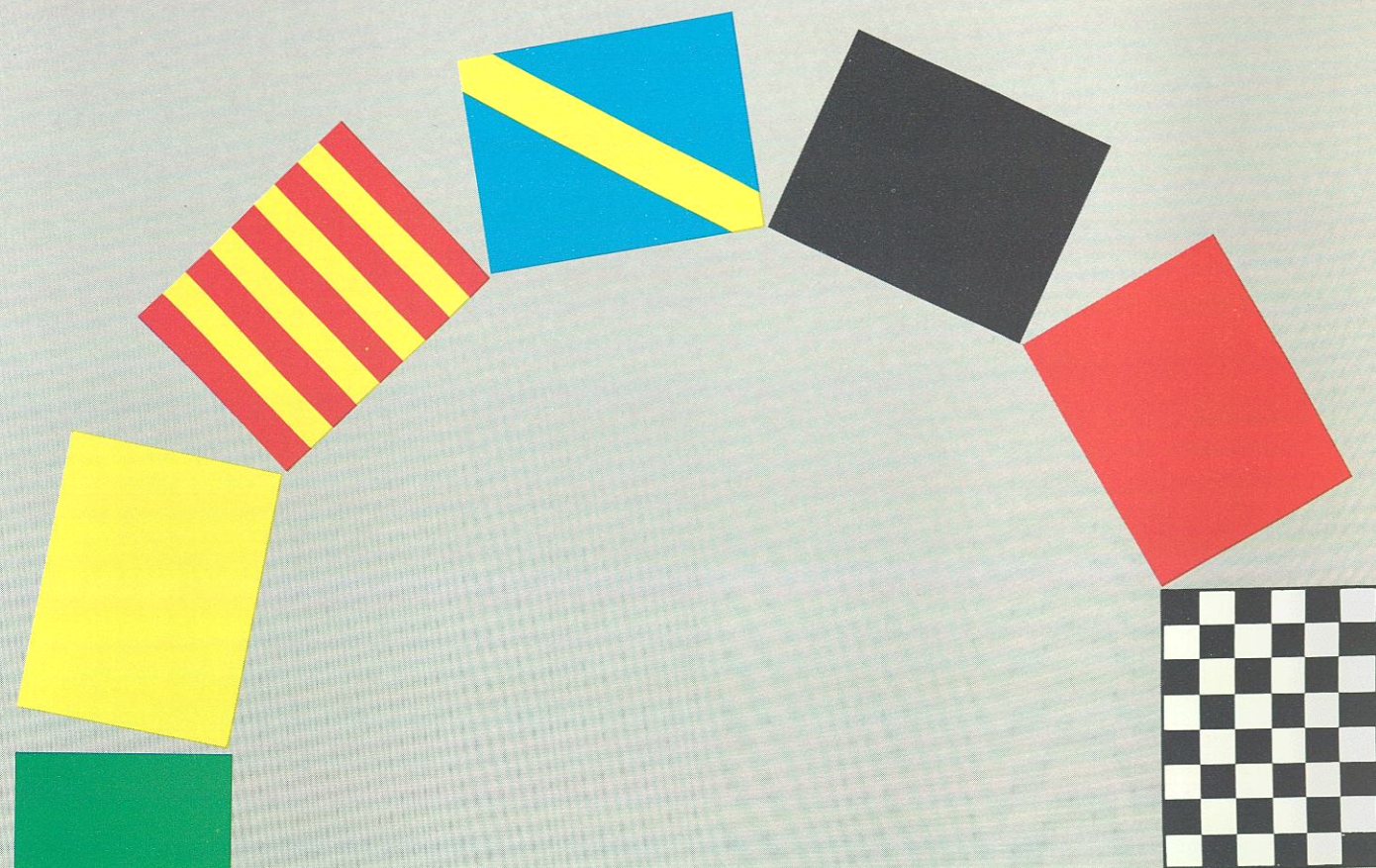
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NASCAR FLAG SYSTEM

Flags used by the NASCAR Starter and corner personnel at Riverside differ little from those used by the Sports Car Club of America in the latter organization's road races. Briefly, the flags used are:

GREEN Displayed at the start of practice, qualifying or a race. The track is under full racing conditions until any other flag is shown.

YELLOW The primary means of communicating to drivers that a potential danger spot is ahead of them on the track. A waving yellow flag means the track is partially blocked by spinning or stalled cars, emergency vehicles or any object that could cause serious problems if care is not used. No passing is allowed under these conditions.

YELLOW WITH RED STRIPES This flag is used to indicate a slippery condition existing ahead on the track. Although spilled oil is usually the culprit behind the display of this flag, other reasons include engine coolant, water or excessive dirt on the track.

BLUE WITH YELLOW DIAGONAL Means to move over at the next safe opportunity to let faster cars pass

you. This flag is used primarily for cars that are being lapped, and not for cars involved in racing each other for a single position.

BLACK Tells a driver he has something wrong . . . either with his car or with his driving technique . . . that could endanger the safety of other drivers on the track. In either case, the flag means to slow immediately and proceed to the working pits for consultation with your pit crew or race officials.

RED The flag no one likes to see. It means to stop immediately at the first safe opportunity because the track is totally unsafe for racing.

WHITE Means there is one lap remaining, either in a qualification run or in the race.

CHECKERED The practice, qualifying run, or the race is finished. Slow down, cool off, wave to the spectators and proceed to the pit area.

You will notice today that if the track comes under a yellow Caution Period, a 'Safety Car' . . . located at Turn 8 . . . will pull onto the track. All cars on the track will line up be-

hind him and continue circulating at greatly reduced speed. During this time nearly all the cars running will take advantage of the reduced speeds to make their pit stops.

If a crew can add fuel, change tires, add oil, make suspension and brake adjustments, etc. before the Safety Car comes by the Start/Finish Line again, the driver may then proceed around the track and fall in behind the last car in the procession, making up any time lost during the pit stop.

At Riverside, with the Safety Car's low average lap speed of around 1:45 or 1:50, this isn't much of a problem unless something is radically wrong with the car in the pits. If, though, the Safety Car makes a full lap before the car in question gets out of the pits, then the driver has automatically lost a full lap in the process.

At the end of the Caution Period, you'll see the Safety Car pull off the track . . . with a green flag waving . . . along the Backstraight. From that point on, racing resumes until the checkered flag or until another Caution Period.

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Watch for Piedmont Number 3 at most Winston Cup Races.

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Watch for No. 3, with Ricky Rudd behind the wheel and Piedmont on the hood.

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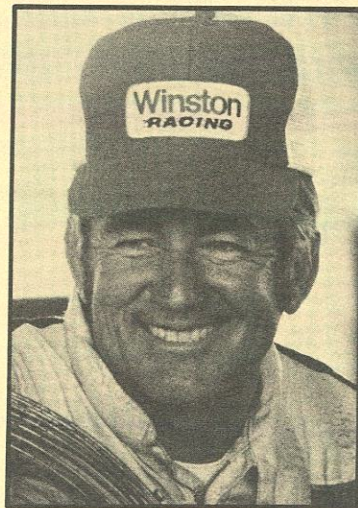


Fly Piedmont To Winston Cup Racing.



TAKACS PHOTO

MEET THE DRIVERS



ROBERT ARTHUR ALLISON (BOBBY), Hueytown, Ala. Born: December 3, 1937 (44). Wife: Judy. Children: Davey 19, Bonnie 17, Clifford 15, Carrie 13. Car No. 88 - Gatorade Buick. Ht.: 5 ft. 11 in. Wt.: 160 lbs.

RIVERSIDE RECORD

Winston Western 500: 1965 - 29; 1966 - 12; 1967 - 23; 1968 - 4; 1969 - 15; 1970 - 13; 1971 - 2; 1972 - 2; 1973 - 2; 1974 - 5; 1975 - 1; 1976 - 15; 1977 - 35; 1978 - 30; 1979 - 19; 1980 - 18; 1981 - 1 (January race); 1981 - 1 (November Race).

Warner Hodgdon 300: 1974 - 2; 1975 - 5; 1976 - 41; 1978 - 35; 1979 - 2.

Budweiser 400: 1970 - 2; 1971 - 1; 1972 - 6; 1973 - 1; 1974 - 2; 1975 - 2; 1976 - 2; 1977 - 17; 1978 - 3; 1979 - 1; 1980 - 15; 1981 - 29.

IROC: 1973 - 11, 7, 9; 1974 - 12, 1; 1975 - 11, 1; 1978 - 3; 1979 - 2.

Trans-Am: 1972 - 24 (2.5L).

1981 WINSTON CUP HIGHLIGHTS

TOTAL WINS: 5; POINT STANDING: 2nd - 4,827 POINTS; TOTAL RACES: 31; POLE POSITIONS: 2; TOTAL PRIZE MONEY: \$644,311; TIMES IN TOP FIVE: 21; TIMES IN TOP TEN: 26.

CAREER HIGHLIGHTS — WINSTON CUP — THRU 1981

TOTAL RACES: 528; TOTAL WINS: 65 (4th all-time); TOTAL EARNINGS: \$3,218,859; FIRST WINSTON CUP RACE: 1961; FIRST WINSTON CUP WIN: 1966; TIMES IN TOP FIVE: 269; TIMES IN TOP TEN: 336.

Allison became the second NASCAR driver to earn \$1 million in career prize money totals when he reached that plateau in 1974. He upped that to over \$2 million at the completion of the 1979 season, and now has run his total to over \$3 million, joining Richard Petty and Cale Yarborough as the only drivers in the latter category. He is Riverside's most experienced driver with 45 starts, including 8 wins. Was voted most popular Grand National driver three times, has raced twice at Indy, flies his own jet, has never won the Winston Cup Grand National title. He is the 1982 Daytona 500 winner.

BUDDY ARRINGTON, Martinsville, VA. Born: July 26, 1938 (44). Wife: Patsy. Children: Joey & Todd. Car No. 67. - Jim Hill's Racing Dodge. Ht.: 6 ft. 1 in. Wt.: 190 lbs.

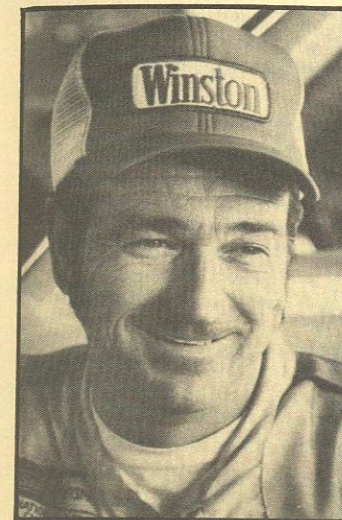
RIVERSIDE RECORD

Winston Western 500: 1978 - 11; 1979 - 18; 1980 - 14; 1981 - 9 (January Race); 1981 - 24 (November Race)

Budweiser 400: 1977 - 19; 1978 - 18; 1979 - 9; 1980 - 14; 1981 - 26

1981 WINSTON CUP HIGHLIGHTS

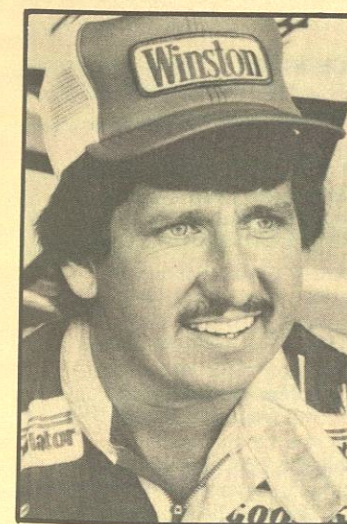
TOTAL WINS: 0; POINT STANDING: 11th - 3,381 POINTS; TOTAL RACES: 31; POLE POSITIONS: 0; TOTAL PRIZE MONEY: \$133,928; TIMES IN TOP FIVE: 0; TIMES IN TOP TEN: 7.



CAREER HIGHLIGHTS — WINSTON CUP — THRU 1981

TOTAL RACES: 397; TOTAL WINS: 0; TOTAL PRIZE MONEY: \$817,020; FIRST WINSTON CUP RACE: 1964; TIMES IN TOP FIVE: 15; TIMES IN TOP TEN: 91.

Unquestionably the most successful independent (without major sponsorship) driver on the 1981 circuit, Arrington enjoyed one of his best seasons since his debut in 1964, finishing 11th in points. With his son Joey serving as his chief mechanic, Arrington now has four consecutive seasons of earning over \$100,000. Began racing in a Cotton Owens Dodge in 1963 in an historic race at Jacksonville, Fla., won by Wendell Scott, the only black driver to win a Grand National race. He has been an independent ever since and even drove a Dodge in 1968 when all the other Mopar teams were boycotting NASCAR. A Dodge dealer, Buddy was twice injured seriously at Talladega but returned to stock car racing because "I'm miserable when I can't race." His best previous year was 1965 when he finished 5th six times (against factory teams at that) and had nine finishes in the top ten out of 31 races.



NEIL BONNETT, Hueytown, Ala. Born: July 30, 1946 (35). Wife: Susan. Children: David, Kristen. Car No. 21. - Warner Hodgdon National Eng. Ford. Ht.: 5 ft. 8 in. Wt.: 175 lbs.

RIVERSIDE RECORD

Winston Western 500: 1977 - 17; 1978 - 4; 1979 - 34; 1980 - 34; 1981 - 27 (January Race); 1981 - 33 (November Race)

Warner Hodgdon 300: 1976 - 17; 1979 - 31

Budweiser 400: 1976 - 29; 1978 - 10; 1979 - 28; 1980 - 2; 1981 - 4

IROC: 1978 - 7; 1979 - 7

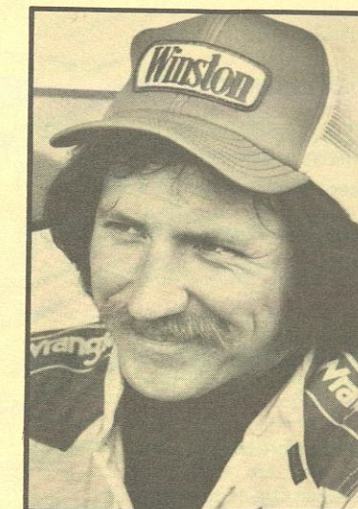
1981 WINSTON CUP HIGHLIGHTS

TOTAL WINS: 3; POINT STANDING: 22nd - 2,449 POINTS; TOTAL RACES: 22; POLE POSITIONS: 1; TOTAL PRIZE MONEY: \$181,670; TIMES IN TOP FIVE: 7; TIMES IN TOP TEN: 8.

CAREER HIGHLIGHTS — WINSTON CUP — THRU 1981

TOTAL RACES: 135; TOTAL WINS: 10; TOTAL PRIZE MONEY: \$835,415; FIRST WINSTON CUP RACE: 1974; FIRST WINSTON CUP WIN: 1977; TIMES IN TOP FIVE: 34; TIMES IN TOP TEN: 52.

Bonnett's first big season came in 1977 when he ended the year with his 2nd Grand National victory and his first at a super speedway . . . the Times 500 at Ontario. He also won the Capital City 400 at Richmond that year and was on the pole seven times. Originally regarded as Bobby Allison's protege, Neil came into his own in 1979, creating his own big break by winning the IROC finale at Atlanta and attracting the attention of Wood Brothers who hired him. He has been that team's driver ever since. In 1980, while enroute from Texas to Riverside, Neil took a detour to the Bondurant School to master the art of road racing. He apparently learned well because — while never at home on a road course before — Neil finished second in the Hodgdon 400 with one of the smoothest drives of the day.



RALPH DALE EARNHARDT, Kannapolis, NC. Born: April 29, 1951 (31); Marital Status: Single; Children: Kelly King, Ralph Dale Jr.; Car No. 15. - Wrangler Jeans Ford; Ht.: 6 ft. 1 in.; Wt.: 180 lbs.

RIVERSIDE RECORD

Winston Western 500: 1979 - 21; 1980 - 2; 1981 - 3 (January race); 1981 - 4 (November Race).

Budweiser 400: 1979 - 13; 1980 - 5; 1981 - 2.

1981 WINSTON CUP HIGHLIGHTS

TOTAL WINS: 0; POINT STANDING: 7th - 3,975 POINTS; TOTAL RACES: 31; POLE POSITIONS: 0; TOTAL PRIZE MONEY: \$347,113; TIMES IN TOP FIVE: 9; TIMES IN TOP TEN: 17.

CAREER HIGHLIGHTS — WINSTON CUP — THRU 1981

TOTAL RACES: 98; TOTAL WINS: 6; TOTAL PRIZE MONEY: \$1,226,655; FIRST WINSTON CUP RACE: 1975; TIMES IN TOP FIVE: 40; TIMES IN TOP TEN: 60.

1979 Rookie of the Year; 1980 Winston Cup Grand National Champion.

The son of former NASCAR veteran driver Ralph Earnhardt, Dale came off his "rookie of the year" season in 1979 to capture the coveted NASCAR Winston Cup Grand National title in 1980. He also set a record for most money won in a single season with a total of \$588,926, since surpassed by Darrell Waltrip. The defending champ had a rough season in 1981, however. When his championship car owner, Rod Osterlund decided to sell out earlier in the season, Dale decided not to remain with the team and joined forces with Richard Childress. He was not the consistent runner that he had been in the past. A veteran of the NASCAR Sportsman Division, beginning in 1974, he got his first ride with the Osterlund team in 1978, in the final Atlanta race, and finished an amazing 4th. The following year, he won rookie of the year honors over Joe Millikan, Terry Labonte and Harry Gant. His 1981 earnings enabled him to become the 10th active Winston Cup driver to reach the \$1 million mark in career winnings. Joining the Bud Moore team for 1982, Dale finally broke his year-long drought by winning the Rebel 400 at Darlington this year.

RON BOUCHARD, Fitchburg, Mass. Born: November 23, 1948 (34). Marital Status: Single. Car No. 47. - J.D. Stacy Buick. Ht.: 6 ft. 0 in. Wt.: 210 lbs.

RIVERSIDE RECORD

Winston Western 500: 1981 - 10th

1981 WINSTON CUP HIGHLIGHTS

TOTAL WINS: 1; POINT STANDING: 21st - 2,594 points; TOTAL RACES: 21; POLE POSITIONS: 1; TOTAL PRIZE MONEY: \$152,855; TIMES IN TOP FIVE: 5; TIMES IN TOP TEN: 12.

1981 ROOKIE-OF-THE-YEAR STANDING: 2nd

1981 Winston Cup victory (1) came in the Talladega 500 on August 2, which was only Bouchard's 11th Grand National start. He won the pole spot for the Champion Spark Plug 400 at Michigan International Speedway two weeks later, and his best finish record also includes a 4th at Dover, and three 5th place finishes, at Bristol, North Wilkesboro and Charlotte. Until the Atlanta Journal 500 on November 8, when he went out with mechanical ills, Bouchard was the top finishing rookie in five straight races, enabling him to close the rookie points gap on leader Morgan Shepherd and eventually win the coveted rookie title.

CAREER HIGHLIGHTS — WINSTON CUP — THRU 1981

TOTAL RACES: 22; TOTAL WINS: 1; TOTAL PRIZE MONEY: \$152,855; FIRST WINSTON CUP RACE: 1981; FIRST WINSTON CUP WIN: 1981; TIMES IN TOP FIVE: 5; TIMES IN TOP TEN: 12.

Bouchard has added not only an exceptional driving talent but a sparkling personality as well to the Winston Cup series. Racing since 1965, he has driven competitively in divisions including flat head Ford Modifieds, Super Modifieds and NASCAR Modifieds. Until last year, when he decided on a bid for the Grand National rookie title, Ron concentrated his racing efforts in the northeast. He came to the Winston Cup circuit in 1981 when he was asked to take over the Jack Beebe Race Hill Farms Buick vacated by Harry Gant, and in his first race came close to winning the pole. With his Talladega win, Bouchard became the second Champion Spark Plug Rookie challenger to win a Winston Cup race in 1981, joining Morgan Shepherd. That marked the first time in modern NASCAR history that rookies have won more than once in Winston Cup competition. It was also the first time a rookie has won his first Grand National race in only 11 starts. Until the November Winston Western 500 at Riverside last year, his only road racing experience was a modified race at Daytona. He was voted Rookie-of-the-Year after finishing 10th at Riverside in November.



TOMMY GALE, No. Huntington, Pa. Born: September 10, 1934 (47). Wife: Jane Ann. Children: Tommy. Car No. 64 - Sunny King Ford/Honda. Ht.: 6 ft. 0 in. Wt.: 200 lbs.

RIVERSIDE RECORD

Winston Western 500: 1981 - 26 (November Race)

Budweiser 400: 1981 - 30

1981 WINSTON CUP HIGHLIGHTS

TOTAL WINS: 0; POINT STANDING: 15th - 3,140 points; TOTAL RACES: 30; POLE POSITIONS: 0; TOTAL PRIZE MONEY: \$105,474; TIMES IN TOP FIVE: 0; TIMES IN TOP TEN: 0.

24 — 1982 BUDWEISER 400

CAREER HIGHLIGHTS — WINSTON CUP — THRU 1981

TOTAL RACES: 175; TOTAL WINS: 0; TOTAL PRIZE MONEY: \$404,245; FIRST WINSTON CUP RACE: 1968; TIMES IN TOP FIVE: 0; TIMES IN TOP TEN: 3.

BEST FINISH, CAREER: 7th - 1979 Talladega 500

Tommy Gale loves racing. That's why he leaves a successful trucking business behind on most weekends when there is a Winston Cup race going on. Racing isn't the only sport Tommy loves, however. He has, for many years, been a season ticket holder for the Pittsburgh Steelers, Pirates and Penguins. Tommy drives for former driver Elmo Langley and is sponsored by Sunny King Ford.



HARRY GANT, Taylorsville, NC. Born: January 10, 1940 (42). Wife: Peggy. Children: Debbie, Donna. Car No. 33. 7-Eleven/Skoal Bandit Buick. Ht.: 6 ft. 0 in.; Wt.: 195 lbs.

RIVERSIDE RECORD

Winston Western 500: 1981 - 29 (January Race); 1981 - 20 (November Race)

Budweiser 400: 1980 - 7; 1981 - 31.

1981 WINSTON CUP HIGHLIGHTS

TOTAL WINS: 0; POINT STANDING: 3rd - 4,210 POINTS; TOTAL RACES: 31; POLE POSITIONS: 3; TOTAL PRIZE MONEY: \$280,047; TIMES IN TOP FIVE: 13; TIMES IN TOP TEN: 18.

CAREER HIGHLIGHTS — WINSTON CUP — THRU 1981

TOTAL WINS: 0; TOTAL RACES: 99; TOTAL EARNINGS: \$517,886; FIRST WINSTON CUP RACE: 1973; TIMES IN TOP FIVE: 22; TIMES IN TOP TEN: 40.

Finishing second was a habit with Harry Gant, until finally scoring his first Winston Cup victory this year in the 1982 National Bank 500 at Martinsville, VA. Since joining the circuit in 1973, Gant had nine 2nd place finishes to his credit, two of them in 1980 and 7 in 1981. On at least three of those occasions, he lost the race by only a few feet. Gant knew he wanted to be a Grand National driver after witnessing his first stock car race at Darlington when he was 15. He began his career in the Hobby ranks in 1964, driving a '55 Chevy on the dirt oval at Hickory, N.C., switching to the Sportsman circuit in 1967. The following season, driving a Chevelle, he won the track championship. In 1969, Gant continued to excel, capturing 12 wins and 50 top 3 placings in 80 races, en route to the North Carolina State Sportsman Championship. Continuing on the Sportsman circuit, Gant duplicated his State title again in 1973. In 1974 he moved to the modified ranks with a '74 AMC Gremlin and easily won the Metrolina Speedway title in Charlotte. Gant advanced to the Winston Cup circuit on a full-time basis in 1979 after making only a single start in the 1973 thru 1977 seasons and 5 appearances in 1978. He ran for Rookie-of-the-Year honors in '79 but lost out to Dale Earnhardt. Gant has improved rapidly each year. He was 21st in the 1979 standings, 11th in 1980 and 3rd in 1981.

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CECIL GORDON, South Hill, Va. Born: June 20, 1941 (40). Marital Status: Single. Children: Charlene and Douglas. Car No. 40. Ht.: 5 ft. 8 in. Wt.: 180 lbs.

RIVERSIDE RECORD

Winston Western 500: 1971 - 10; 1972 - 10; 1973 - 20; 1974 - 8; 1975 - 3; 1976 - 23; 1977 - 10; 1978 - 25; 1979 - 25; 1980 - 21; 1981 - 36 (January Race)

Budweiser 400: 1971 - 3; 1972 - 8; 1973 - 5; 1974 - 4; 1975 - 18; 1976 - 12; 1977 - 9; 1978 - 12; 1979 - 11; 1980 - 10; 1981 - 13

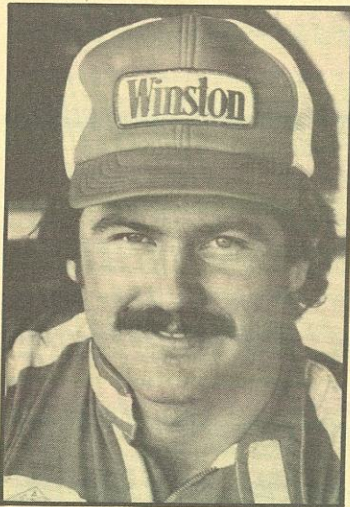
1981 WINSTON CUP HIGHLIGHTS

TOTAL WINS: 0; FINAL POINT STANDING: 25th - 2320 POINTS; TOTAL RACES: 25; POLE POSITIONS: 0; TOTAL PRIZE MONEY: \$55,230; TIMES IN TOP FIVE: 0; TIMES IN TOP TEN: 0.

CAREER HIGHLIGHTS — WINSTON CUP

TOTAL RACES: 437; TOTAL WINS: 0; TOTAL PRIZE MONEY: \$772,449; FIRST WINSTON CUP RACE: 1968; TIMES IN TOP FIVE: 29; TIMES IN TOP TEN: 110

In addition to his career best finish of 2nd place at Dover in 1975, Gordon has a pair of thirds, a fourth and a fifth place showing, all at Riverside. A fixture at all Winston Cup races held at Riverside since 1971, with the exception of the 1981 Winston Western 500 in November, Gordon is a former Sportsman champion (1967) at Middle Georgia Raceway and is now in his 16th season of Grand National competition. He operates his own team and builds his own engines and is considered very talented when it comes to engine development.



TERRY LABONTE, Corpus Christi, Tex. Born: November 16, 1956 (26). Wife: Kim. Children: None. Car No. 44 - J.D. Stacy Chevrolet. Ht.: 5 ft. 10 in. Wt.: 165 lbs.

RIVERSIDE RECORD

Winston Western 500: 1979 - 35; 1980 - 7; 1981 - 2 (January race); 1981 - 3 (November Race).

Budweiser 400: 1979 - 18; 1980 - 33; 1981 - 22.

1981 WINSTON CUP HIGHLIGHTS

TOTAL VICTORIES: 0; POINT STANDING: 4th - 4,052 POINTS; TOTAL RACES: 31; POLE POSITIONS: 2; TOTAL PRIZE MONEY: \$334,987; TIMES IN TOP FIVE: 8; TIMES IN TOP TEN: 17.

CAREER HIGHLIGHTS — WINSTON CUP — THRU 1981

TOTAL RACES: 98; TOTAL WINS: 1; TOTAL PRIZE MONEY: \$701,478; FIRST WINSTON CUP RACE: 1978; FIRST WINSTON CUP WIN: 1980; TIMES IN TOP FIVE: 17; TIMES IN TOP TEN: 49.

Terry Labonte has been one of the "Cinderellas" of the Winston Cup circuit since joining the series as a full-time competitor in 1979. He captured the hearts of thousands when he upset a field of veteran favorites to win the prestigious Southern 500 at Darlington in 1980, for his first Winston Cup victory. Began his stock car racing career at Meyer Speedway in Houston, Tex., in 1976 when he won the sportsman championship and track's rookie of the year title. His first superspeedway appearance was June 1978 in the USAC Texas 500 at Texas World Speedway where he relieved Billy Hagen before dropping out with mechanical ills while running 5th. In 1979 he finished 10th in

Winston Cup point standings, was 8th in 1980 and 4th in 1981. He was the points leader through the first 8 races of the 1982 season.



DAVE MARCIS, Avery's Creek, NC. Born: March 1, 1941 (41). Wife: Helen. Children: Shawn, Marie, Richard. Car No. 71 - J.D. Stacy Chevrolet. Ht.: 5 ft. 10 in. Wt.: 160 lbs.

RIVERSIDE RECORD

Winston Western 500: 1970 - 14; 1973 - 40; 1974 - 28; 1975 - 4; 1976 - 8; 1977 - 4; 1978 - 5; 1979 - 24; 1980 - 17; 1981 - 28 (January race); 1981 - 25 (November Race).

Warner Hodgdon 300: 1979 - 22.

Budweiser 400: 1970 - 34; 1974 - 27; 1975 - 5; 1976 - 10; 1978 - 4; 1980 - 6; 1981 - 9.

1981 WINSTON CUP HIGHLIGHTS

TOTAL WINS: 0; POINT STANDING: 9th - 3,507 POINTS; TOTAL RACES: 31; POLE POSITIONS: 1; TOTAL PRIZE MONEY: \$162,213; TIMES IN TOP FIVE: 4; TIMES IN TOP TEN: 9.

CAREER HIGHLIGHTS — WINSTON CUP — THRU 1981

TOTAL RACES: 396; TOTAL WINS: 4; TOTAL PRIZE MONEY: \$1,198,569; FIRST WINSTON CUP RACE: 1968; FIRST WINSTON CUP WIN: 1975; TIMES IN TOP FIVE: 85; TIMES IN TOP TEN: 170.

Finishing 9th in 1980 Winston Cup point standings, Dave Marcis earned over \$150,000 to up his career total over the \$1 million mark and join the nine other active drivers in that elite circle of millionaires. Marcis made his first appearance among the top 10 points winners in 1979 when he was 9th. He was back in the elite group again in 1974 when he finished the season in 6th place and then came back in 1975 for his best ever points showing, finishing second to champion Richard Petty. He was 6th in 1976, 5th in 1978 and 9th in 1980 and 9th in 1981. A native of Wisconsin, Marcis began racing jalopies in 1958. He now campaigns his own Winston Cup racing team. When not racing, he can usually be found at the nearest fishing hole or out on the golf course. He broke a long drought earlier this year by winning the Richmond 400, his first Winston Cup victory since 1976.

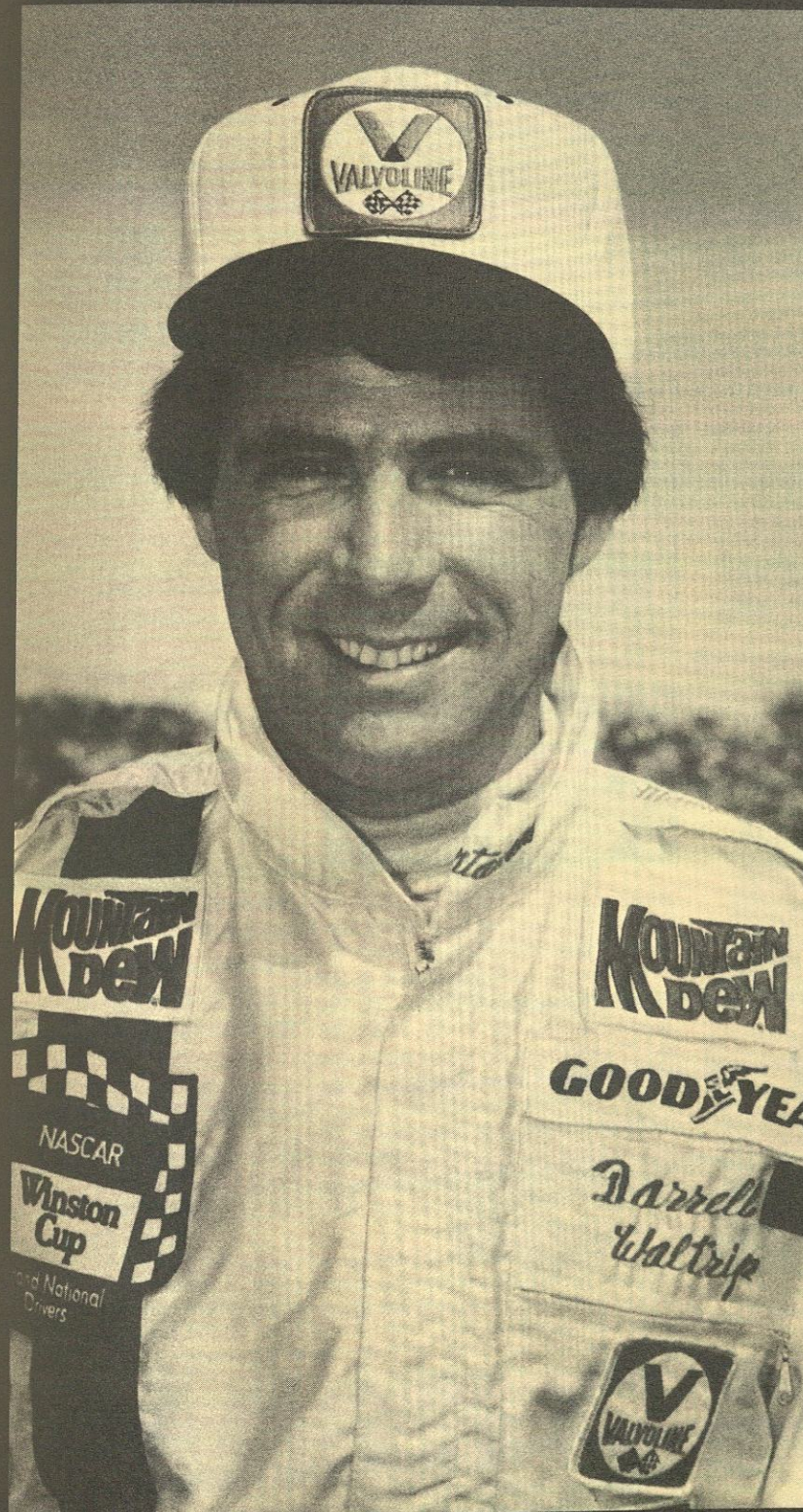
J.D. Mc DUFFIE, JR., Sanford, NC. Born: December 5, 1938 (44). Wife: Ima Jean. Children: Jeff & Linda. Car No. 70 - Mack's Stores Pontiac. Ht.: 5 ft. 11 in. Wt.: 195 lbs.

RIVERSIDE RECORD

Winston Western 500: 1969 - 29; 1971 - 15; 1972 - 18; 1973 - 32; 1974 - 22; 1975 - 14; 1976 - 19; 1977 - 29; 1978 - 28; 1979 - 17; 1980 - 15; 1981 - 23 (January Race); 1981 - 11 (November Race)

Budweiser 400: 1971 - 14; 1972 - 28; 1973 - 12; 1974 - 17; 1975 - 6; 1976 - 14; 1977 - 33; 1978 - 24; 1979 - 7; 1980 - 9; 1981 - 12

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Last year Darrell, with car owner Junior Johnson, earned 11 pole positions, 12 first-place finishes and the Winston World Cup Championship. They relied on Valvoline race after race to keep their engines running smooth and cool.

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1981 WINSTON CUP HIGHLIGHTS

TOTAL WINS: 0; POINT STANDING: 17th - 2,996 points; TOTAL RACES: 28; POLE POSITIONS: 0; TOTAL PRIZE MONEY: \$105,499; TIMES IN TOP FIVE: 0; TIMES IN TOP TEN: 1.

CAREER HIGHLIGHTS — WINSTON CUP — THRU 1981

TOTAL RACES: 500; TOTAL WINS: 0; TOTAL PRIZE MONEY: \$782,208; FIRST WINSTON CUP RACE: 1963; TIMES IN TOP FIVE: 12; TIMES IN TOP TEN: 105.

John Delphus Mc Duffie is a former garage mechanic and for years drove the only Buick in Grand National competition. He drove a Ford to the Sportsman track title at the Old Rockingham Speedway in 1962. He started on the Grand National trail in 1963 but didn't become a regular until 1966. His best Riverside finish was 6th in the 1975 400. J.D. is popular with fans and easily recognized by the thin cigars he usually smokes. He made his 500th career start in the November 1981 Winston Western 500.

HERSHEL Mc GRIFF, Bridal Veil, Oreg. Born: December 14, 1927 (54). Wife: Patty. Children: Doug, Marilyn, Debra, Hershel, Jr., Gina. Ht.: 6 ft. 0 in. Wt.: 165 lbs.

RIVERSIDE RECORD

Winston Western 500: 1971 - 12; 1972 - 5; 1973 - 23; 1974 - 10; 1975 - 10; 1976 - 30; 1977 - 7; 1978 - 6; 1980 - 26; 1981 - 33 (January Race); 1981 - 38 (November Race)

Warner Hodgdon 300: 1969 - 1; 1970 - 43; 1972 - 1; 1974 - 1; 1975 - 2; 1976 - 38; 1979 - 3; 1981 - 20; (January Race); 1981 - 7 (November Race)

Budweiser 400: 1971 - 21; 1972 - 32; 1973 - 7; 1974 - 35; 1975 - 19; 1977 - 34; 1978 - 17; 1980 - 24; 1981 - 25

Calif. 150: 1970 - 12; 1973 - 1; 1974 - 1; 1975 - 1; 1977 - 5

Black Gold 200: 1977 - 2; 1978 - 1; 1980 - 9

Warner Hodgdon 200: 1981 - 16

Sharon Hodgdon 200: 1981 - 1

1981 WINSTON CUP HIGHLIGHTS — THRU 1981

TOTAL WINS: 0; POINT STANDING: 6th - 581 points; TOTAL RACES: 14; POLE POSITIONS: 0; TOTAL PRIZE MONEY: \$14,939; TIMES IN TOP FIVE: 4; TIMES IN TOP TEN: 6.

Drove his first race in 1945 at age 17. Won his first title, the Northwest Stock Car Association crown, in 1949, winning seven of 12 races. Drove with Ray Elliott (co-pilot — mechanic) to victory in the 1st Pan-American road race in a '50 Olds, covering 2,178 miles in 24 hours, 34 minutes, 25 seconds and winning 150,000 pesos (about \$17,000). In the inaugural Southern 500 at Darlington in 1950, Mc Griff led most of it and finished 9th. In 1954 he drove the last 17 of 33 Grand National races and in the last six, he and Lee Petty finished one-two, each winning three. (He is the only active driver to have raced against all three Petty generations. . . Lee, Richard and Kyle). He took leave of racing in 1955 to concentrate on building his lumber business, returning in 1965 to the Pacific Coast Late Model circuit, and has been increasing his activity almost every year, despite being the oldest driver on the circuit. As proof of his physical shape, which gives him the appearance of a man 20 years younger, Mc Griff finished third in the IMSA Kelly Girl Challenge at Portland in August 1980 and later the same day finished 8th in the IMSA GT, driving a Camaro. Mc Griff is 4th on the all-time Winston West Grand National win list with 23, and his 8 career victories at Riverside place him in a tie with Dan Gurney and Bobby Allison for most wins.

PAT MINTEY, Arleta, Calif. Born: May 24, 1947 (34). Wife: Paula. Children: Pat, Jr., 12 and Shelley, 8. Car No. 35. Ht.: 5 ft. 7 in. Wt.: 150 lbs.

RIVERSIDE RECORD

Warner Hodgdon 300: 1971 - 21; 1974 - 7; 1975 - 11; 1976 - 43; 1977 - 35; 1978 - 13; 1979 - 34

Budweiser 400: 1981 - 7

Calif. 150: 1971 - 16; 1974 - 3; 1975 - 28; 1976 - 29

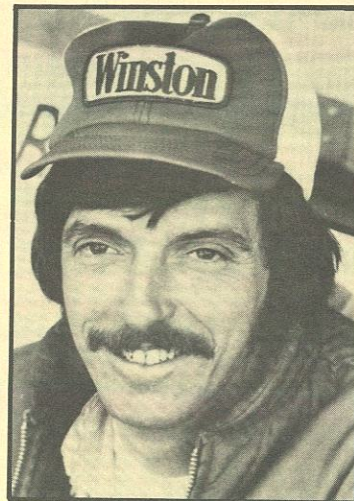
Winston Western 500: 1981 - 34 (November Race)

28 — 1982 BUDWEISER 400

1981 WINSTON CUP HIGHLIGHTS

TOTAL WINS: 0; POINT STANDING: 7th - 530 points; TOTAL RACES: 12; TOTAL PRIZE MONEY: \$9,502; TIMES IN TOP FIVE: 0; TIMES IN TOP TEN: 6.

A graduate of California's unique quarter-midget racing circuit of the 1950s, Mintey competed against the Caruthers brothers, Rick Goudy and other stars beginning at age 9 at San Fernando Speedway. At age 18 he drove his first stock car race at Saugus Speedway, finished second in points in his first season, 1965, with three main event wins. He moved up to sportsman class that season, was fifth in points in 1973. He now has six sportsman main event career wins at Saugus. In 1977 Pat decided to go after the Winston West Grand National "rookie-of-the-year" title, competed in 17 races and finished 5th in points to carry it off. Mintey's best finish was a 2nd in the Ascot Winston 150. He had six other finishes in the top 10. In 1978 he started 19 Winston West races and finished in the top ten eight times. Fielding a Chevrolet, he wound up ninth in points. In 1979, Mintey campaigned a '79 Nova in only 12 races, placed 8th in points despite persistent engine problems, finishing best at the Winston Shasta 100, with a 7th. In 1980 he raced in six events, finishing in the top ten four times. His best finishes were in the Datsun 200 at Ontario and Stockton Winston 200, both times placing 6th. He wound up the season 11th in the Winston West driver point championship. Last year he finished 7th in points. At Verdugo Hills High School he was a two-year letterman in cross-country and track. His father dragged Pat and younger brother Mike to a race at Saugus against their wishes, but now he can't drag them away. Mike competes in limited stock there.



JIMMY MEANS, Huntsville, Ala. Born: May 29, 1950 (32). Wife: Marsha. Children: Bradley 5, Loree Ann 2. Car No. 52 Broadway Motors Buick. Ht.: 5 ft. 11 in. Wt.: 130 lbs.

RIVERSIDE RECORD

Winston Western 500: 1980 - 21; 1981 - 18 (January Race)

Budweiser 400: 1979 - 31; 1981 - 28

1981 WINSTON CUP HIGHLIGHTS — THRU 1981

TOTAL WINS: 0; POINT STANDING: 14th - 3,142 points; TOTAL RACES: 30; POLE POSITIONS: 0; TOTAL PRIZE MONEY: \$100,484; TIMES IN TOP FIVE: 0; TIMES IN TOP TEN: 2.

CAREER HIGHLIGHTS — WINSTON CUP — THRU 1981

TOTAL RACES: 157; TOTAL WINS: 0; TOTAL PRIZE MONEY: \$372,696; FIRST WINSTON CUP RACE: 1976; TIMES IN TOP FIVE: 0; TIMES IN TOP TEN: 11

Although he had only two finishes in the top ten for 1981, popular Jimmy Means climbed to his highest career standing yet in points, and despite being an independent (without major sponsorship), has made every race on the circuit in 1981, except the finale at Riverside in November. Means surpassed his best money year (\$86,747 in 1980) with earnings of over \$100,000 in 1981. A fixture on the circuit since 1976, Means is his own car owner and mechanic, and each season has edged closer toward the top ten finishing positions. His perseverance is unparalleled among other regular circuit competitors, and fans of this popular Alabama driver are convinced his doggedness will soon pay off.

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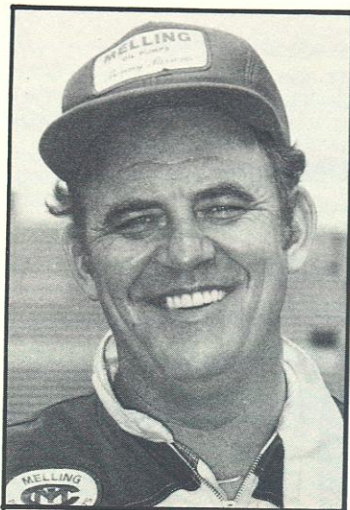
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BENNY PARSONS, Ellerbe, NC. Born: July 12, 1941 (40). Wife: Connie. Children: Kevin & Keith. Car No. 28. - J.D. Stacy Buick. Ht.: 6 ft. 0 in. Wt.: 195 lbs.

RIVERSIDE RECORD

Winston Western 500: 1971 - 3; 1972 - 40; 1973 - 14; 1974 - 4; 1975 - 24; 1976 - 5; 1977 - 21; 1978 - 2; 1979 - 26; 1980 - 22; 1981 - 16 (January Race); 1981 - 27 (November Race)

Budweiser 400: 1970 - 18; 1971 - 22; 1972 - 2; 1973 - 3; 1974 - 3; 1975 - 3; 1976 - 3; 1977 - 27; 1978 - 1; 1979 - 5; 1980 - 3; 1981 - 20

IROC: 1975 - 5.9; 1977 - 9.8

1981 WINSTON CUP HIGHLIGHTS

TOTAL WINS: 3; POINT STANDING: 9th - 3,449 POINTS; TOTAL RACES: 31; POLE POSITIONS: 0; TOTAL PRIZE MONEY: \$287,949; TIMES IN TOP FIVE: 10; TIMES IN TOP TEN: 12.

CAREER HIGHLIGHTS — WINSTON CUP — THRU 1981

TOTAL RACES: 387; TOTAL WINS: 20; TOTAL PRIZE MONEY:

\$2,267,876; FIRST WINSTON CUP RACE: 1964; FIRST WINSTON CUP WIN: 1971; TIMES IN TOP FIVE: 169; TIMES IN TOP TEN: 235.

1973 Winston Cup Grand National Champion

Competing in his 14th Winston Cup Grand National season last year Benny surpassed the \$2 million mark with his 1981 winnings to join that elite club of drivers who have topped the magical mark in their careers. Taking over the Bud Moore Ford for 1981 Parsons managed 3 victories but was frustrated with his poorest string of finishes in 11 years. Winding up 9th in final point standings, Parsons had never finished lower than 5th since 1971. In addition to winning the Winston Cup Grand National crown in 1973 he was 5th in 1972, 5th in 1974, 4th in 1975, 3rd in 1976, 3rd in 1977, 4th in 1978, 5th in 1979, and 3rd in 1980. Growing up dirt poor in the home of his Grandmother he dreamed of becoming a baseball star rather than a race driver.

JOE MILLIKAN, Randleman, NC. Born: March 30, 1950 (32). Wife: Jean. Children: Chad, 6 & Randy, 3. Ht.: 6 ft. 1 in. Wt.: 190 lbs.

RIVERSIDE RECORD

Winston Western 500: 1979 - 10; 1980 - 12; 1981 - 15 (January race); 1981 - 8 (November Race)

Budweiser 400: 1979 - 10

1981 WINSTON CUP HIGHLIGHTS

TOTAL WINS: 0; POINT STANDING: 20th - 2,682 POINTS; TOTAL RACES: 23; POLE POSITIONS: 0; TOTAL PRIZE MONEY: \$148,400; TIMES IN TOP FIVE: 3; TIMES IN TOP TEN: 10.

CAREER HIGHLIGHTS — WINSTON CUP — THRU 1981

TOTAL RACES: 67; TOTAL WINS: 0; TOTAL PRIZE MONEY: \$446,368; FIRST WINSTON CUP RACE: 1974; TIMES IN TOP FIVE: 10; TIMES IN TOP TEN: 36.

Millikan began his racing career from the ground up — pushing a broom in the Petty garage at age 15. He started driving in 1976 on the NASCAR Late Model Sportsman circuit in a car he

continued on page 40

In 1978, we gave the V-6 a shot of adrenaline. It hasn't been the same since.

The turbocharged V-6.

Turbocharging. Five years ago hardly anyone even knew what it was. But that wasn't at all surprising considering no American car company offered turbocharging. In any of its cars. Then, in 1978, Buick made automotive history by offering a turbocharged V-6 as standard equipment in three of its cars.

Since then, other automakers have jumped on the turbocharging bandwagon. But while they were busy designing theirs, Buick was refining a turbo that was already on the road.

The power of horsepower.

As you know, a turbo is simply a device which, when called upon, helps produce more horsepower

in an engine. The 3.8 liter turbo V-6, for instance, puts out 55% more horsepower than its non-turbocharged counterpart. 36% more horsepower than the non-turbocharged 4.1 liter V-6. And 21% more horsepower than the big 5.0 liter non-turbocharged V-8. Enough horsepower to propel the Regal Sport Coupe from 0-50 in a sizzling 7.9 seconds. The kind of performance that comes in handy when accelerating to highway speeds, passing speeds, or when climbing steep hills.

Further refinements.

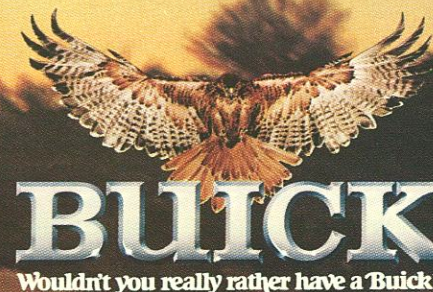
The turbocharger is an integral part of the engine. Consequently, every turbo Buick offers is carefully and precisely manufactured. With some tolerances as fine as one-ten thousandth of an inch.

Other refinements include "hotter" spark plugs and an electric "Early Fuel Evaporation" (EFE) system which preheats the incoming air/fuel mixture during cold starts. In addition, an electronic spark control serves to sense detonation and automatically adjusts the spark accordingly.

The turbo, like the engine, needs to be well lubricated. So this V-6 turbo comes equipped with a high pressure oil pump that draws from a 5-quart oil pan.

None of these developments occurred overnight. Rather, they came about over a period of years. So if you're ready for a turbo V-6, look to the people who first introduced it to the American production car. Buick. In the years to come, we'll more than likely be taking it even further.

Buicks are equipped with GM-built engines supplied by various divisions. See your Buick dealer for details.



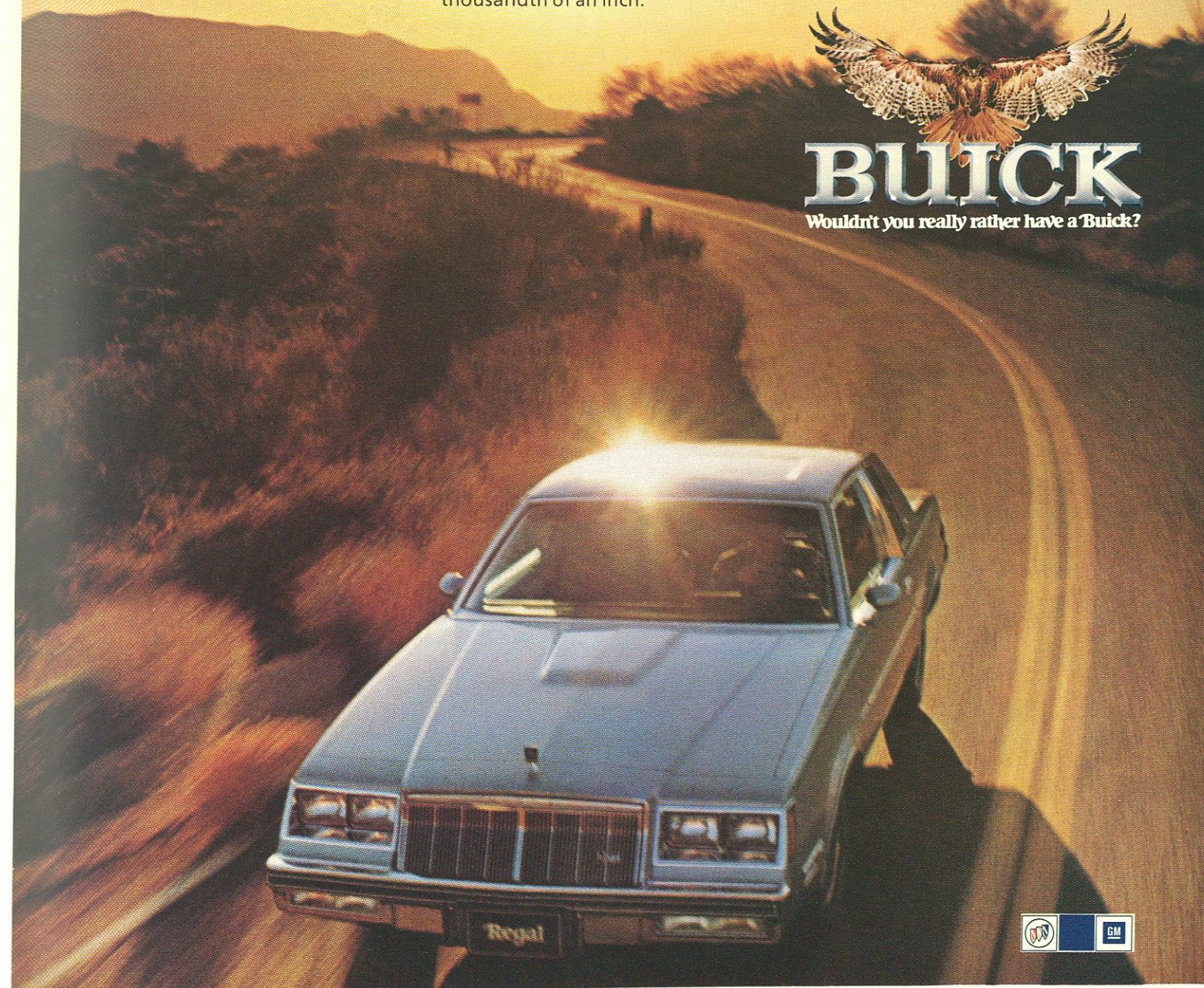
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*Net torque and horsepower as measured by SAE standard J245.
Seat belts save lives — buckle up.

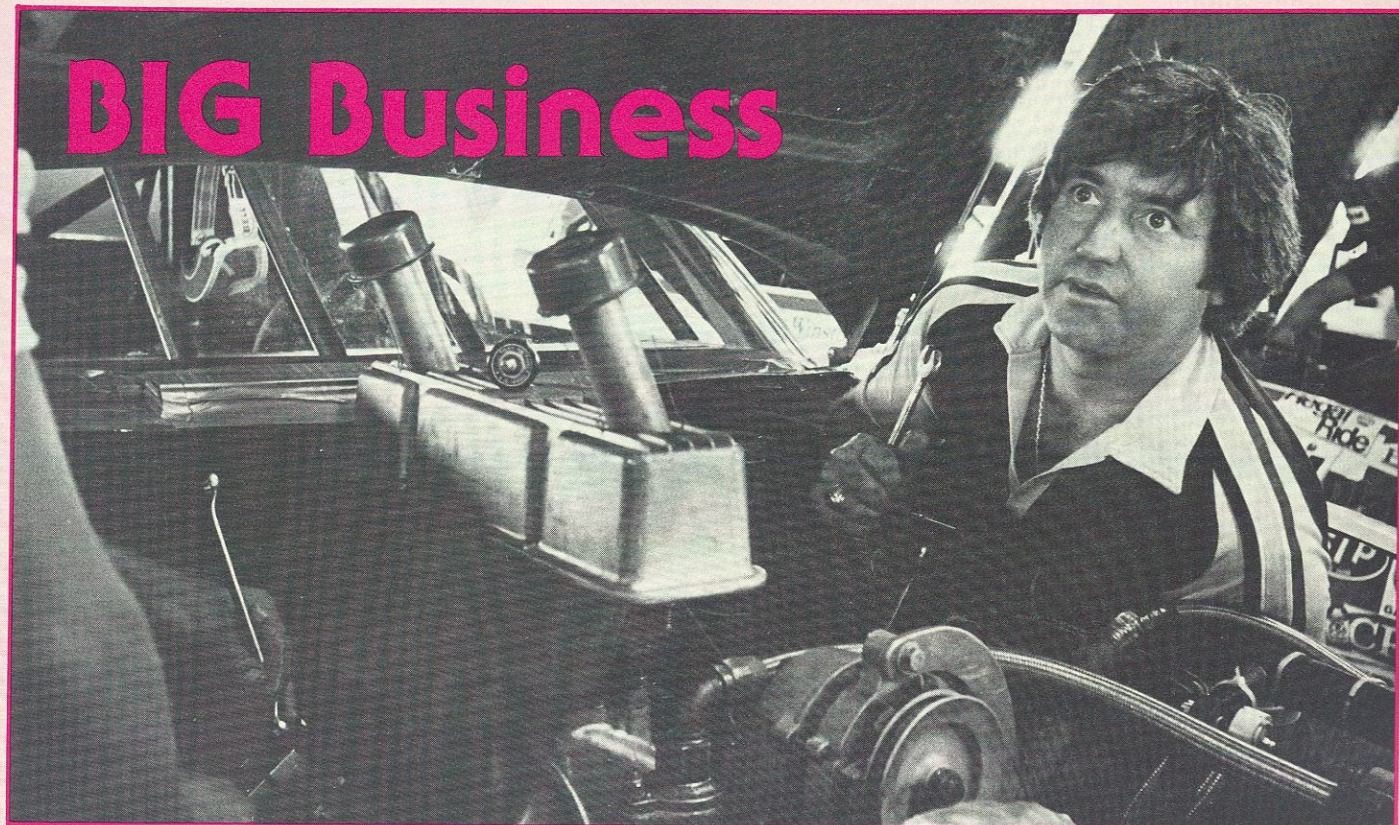
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Mustang GT

BIG Business



MORMILLO PHOTO

**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 wail 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.

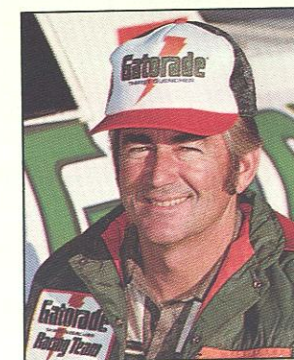
"My best year, on the bottom line was '75, and that's when I bought all this land," this rough-hewn man explained. "I've been trying to buy land whenever I get a spare piece of change, because I've seen too many racers who kept plowing their money back into their cars . . . and

continued on page 38



**"I'm not new
to Gatorade®,
I've seen it in
victory lane
for years."**

Bobby Allison



"Race after race, year after year, you find Gatorade® thirst quencher in the winning pits. Because winners know what it takes to give it your best shot everytime you hit the track."

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WHAT IT'S THIRSTY FOR.**



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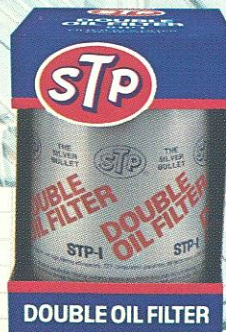
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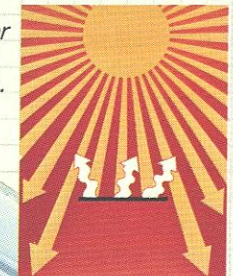
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The STP Air Filter helps keep your carburetor clean by protecting it from airborne dirt and grit so you get better performance and better mileage. For high-efficiency filtration, use STP Air Filters.



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Depend on STP proven performance.



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."

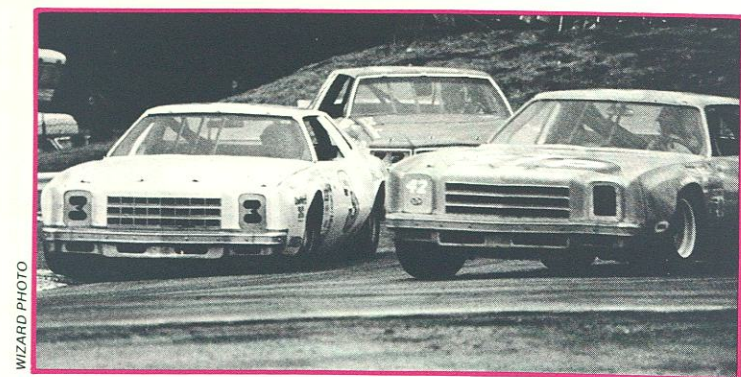
Specialty Fabrications, Inc., that's Sharp's bay, filled with jigs and frames and snouts and a wall full of rollcage bars and half a dozen bottles of acetylene . . . everything necessary to build a stocker from scratch, except the engine. With business booming during the year of NASCAR's transition to 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.



MORMILLO PHOTO



WIZARD PHOTO

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 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."

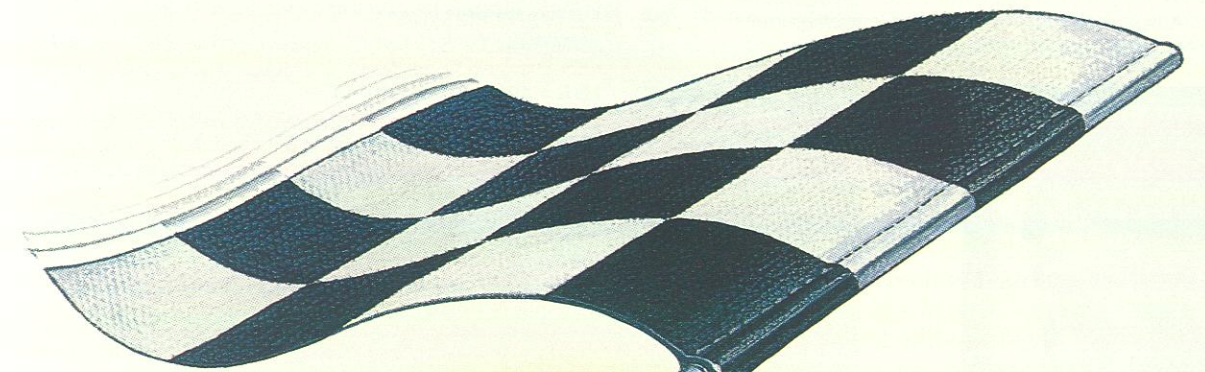
"But racing's been good to me. I might have done something differently if I had it to do all over again, but probably not. I'd like to say that I've been a hard charger from the word go. But I'd rather do what I've done and be in this sport for 10 years than have blasted away for a year and a half and 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.

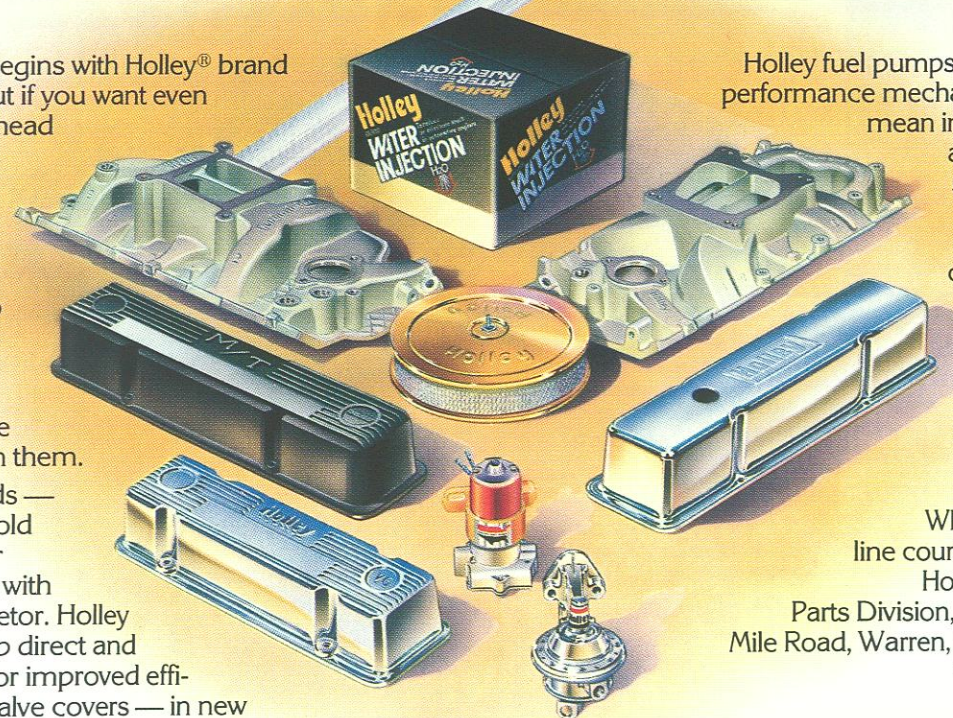
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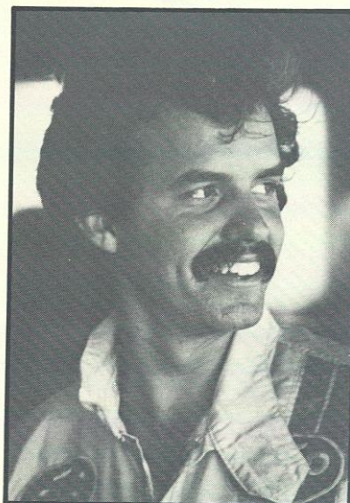
Holley
Replacement Parts Division

Colt Industries



continued from page 30

built with the assistance of Richard Petty, and won the Daytona Sportsman 300. In the 1978 Talladega 300 Sportsman race, Millikan held off a last-lap challenge by Donnie Allison and won by a fender length. His break in Grand National came when Bennie Parsons left the L.G. DeWitt team, opening the ride to Joe for his rookie season in 1979 when he finished 6th overall in points but lost out to Dale Earnhardt in the chase for top rookie honors. When DeWitt disbanded his team, Millikan was left without a regular ride, and competed in only 12 races in 1980. He came back strong for 1981 however, in his pursuit of Winston Cup racing success.



KYLE PETTY, Randleman, NC. Born: June 2, 1960 (22). Wife: Pattie. Children: Adam Kyler. Car No. 42. - STP Pontiac. Ht.: 6 ft. 2 in. Wt.: 190 lbs.

RIVERSIDE RECORD
Winston Western 500: 1981 - 20 (January race); 1981 - 37 (November Race).
Sharon Hodgdon 200: 1979 - 17.
Budweiser 400: 1981 - 6.

1981 WINSTON CUP HIGHLIGHTS
TOTAL WINS: 0; POINT STANDING: 12th — 3,335 POINTS; TOTAL RACES: 31; POLE POSITIONS: 0; TOTAL PRIZE MONEY: \$112,289; TIMES IN TOP FIVE: 1; TIMES IN TOP TEN: 10.

CAREER HIGHLIGHTS — WINSTON CUP — THRU 1981
TOTAL RACES: 51; TOTAL WINS: 0; TOTAL PRIZE MONEY: \$159,144; FIRST WINSTON CUP RACE: 1979; TIMES IN TOP FIVE: 1; TIMES IN TOP TEN: 17.

NASCAR's first third-generation driver, Kyle Petty is following in the footsteps of his famous grandfather Lee and his dad Richard on the road to Winston Cup stardom. Before making his Winston Cup debut in 1979 he won the ARCA 200 at Daytona, his first ever victory and his first on a superspeedway. His first Winston Cup race was the 1979 Talladega 500 and he finished 9th. In 1980, Kyle went for the coveted Rookie-of-the Year title sponsored by Champion Spark Plugs, and while he finished third to Jody Ridley and Lake Speed, he was impressive in just 15 races for the year. Getting a 5th place win in the World 600 at Charlotte last year was his best ever finish in Grand National competition. He was 6th at Riverside in June, in only his third track appearance.

RICHARD PETTY, Randleman, NC. Born: July 2, 1937 (44). Wife: Lynda. Children: Kyle, Sharon, Lisa & Rebecca Lane. Car No. 43. - STP Pontiac. Ht.: 6 ft. 2 in. Wt.: 175 lbs.

RIVERSIDE RECORD
Winston Western 500: 1963 - 41; 1964 - 26; 1966 - 24; 1967 - 21; 1968 - 10; 1969 - 1; 1970 - 5; 1971 - 20; 1972 - 1; 1973 - 21; 1974 - 2; 1975 - 7; 1976 - 25; 1977 - 3; 1978 - 16; 1979 - 32; 1980 - 3; 1981 - 5 (January Race); 1981 - 7 (November Race).

continued on page 48



RX-7
GTU
Winner

Mazda wins Daytona three times in one day.

In January 1982 at Daytona Speedway, Mazda had the kind of day that some manufacturers might call a very good year.

The 24-hour endurance event saw rotary-powered Mazda RX-7 race cars stun the competition with victories in two separate divisions: GTU and GTO.

For two years, RX-7s have dominated the IMSA GTU class, winning Manufacturers' Championships in 1980 and 1981. True to form, RX-7s captured the first six places in the GTU event at Daytona.

But Mazda also stepped up to the GTO classification at Daytona. The result was an astounding victory for the first RX-7 ever entered in the over-2.5-liter category. To win this grueling race, the lone Mazda fought off the challenge of BMW M-1s, Porsche Carreras, 924 Carreras, and 934s.

As evidence of its speed and endurance, the RX-7 GTO entry placed fourth overall, losing only to a trio of GT-class Porsche 935 Turbos.

Meanwhile, in the 100-mile race for RS cars, Mazda RX-3s finished first, second, and third.

Mazda at Daytona 1982

GTO Class 24 Hours	GTU Class 24 Hours	RS Class 100 Miles
First	First	First
	Second	Second
	Third	Third
	Fourth	
	Fifth	
	Sixth	

Three races entered. Three races won. A testimonial to the Mazda rotary engine. And a demonstration on the track of the kind of excitement you'll find on the street in the Mazda RX-7 sports car.

The RX-7 provides a full measure of the enjoyment and stimulation you naturally demand in a world-class sports car. But, surprisingly, its outstanding performance is not accompanied by an outlandish price tag.

In fact, its extreme affordability gives the RX-7 still another important victory. For in the race to produce the world's greatest sports car value, Mazda wins again.

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RX-7
GTO
Winner



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WARNER HODGDON 400
RIVERSIDE INTERNATIONAL RACEWAY
SUNDAY, JUNE 14, 1981

Pos.	No.	Driver, Hometown	Entrant	Car	Reason Out	Laps	Earnings
1.	11	Darrell Waltrip, Frankling, Tenn.	Mountain Dew	81 Buick	Running	95	\$23,400
2.	2	Dale Earnhardt, Kannapolis, N.C.	Wrangler Jeans	81 Pontiac	Running	95	18,725
3.	43	Richard Petty, Randleman, N.C.	STP	81 Buick	Running	95	12,200
4.	21	Neil Bonnett, Hueytown, Ala.	Purolator	81 Ford	Running	95	4,650
5.	88	Richy Rudd, Chesapeake, Va.	Gatorade	81 Buick	Running	95	8,900
6.	42	Kyle Petty, Randleman, N.C.	STP	81 Buick	Running	95	4,860
7.	90	Jody Ridley, Chatsworth, Ga.	Truxmore/King Ford	81 Ford	Running	95	5,610
8.	0	Roy Smith, Victoria, B.C., Can.	Aircraft Standards	81 Buick	Running	94	4,740
9.	71	Dave Marcis, Skyland, N.C.	Marcis Racing	81 Chev	Running	94	3,930
10.	78	Jim Robinson, North Hollywood, Ca.	Hammer Security	81 Olds	Running	93	3,595
11.	22*	Stan Barrett, Bishop, Calif.	Skool Bandit	81 Pontiac	Running	93	2,100
12.	70	J.D. McDuffie, Sanford, N.C.	Bailey Excavating	81 Pontiac	Running	93	3,450
13.	24	Cecil Gordon, South Hill, Va.	Johnson Truck Body	81 Buick	Running	93	3,240
14.	17	Steve Pfeifer, San Francisco, Calif.	Kings Inn Daytona	81 Chev	Running	92	3,080
15.	18	Randy Ogden, Woodward, Okla.	Piedmont Airlines	81 Olds	Running	88	1,175
16.	8	Rick O'Dell, Redding, Calif.	Behn's Enterprises	80 Buick	Running	86	2,145
17.	13	Don Puskarich, Garden Grove, Calif.	Puskarich Racing	80 Olds	Running	86	1,960
18.	3	Richard Childress, Winston-Salem, NC	McDonalds	81 Pontiac	Accident	83	2,215
19.	48	James Hylton, Inman, S.C.	Palatine Auto Parts	81 Pontiac	Running	79	2,180
20.	15	Benny Parsons, Ellerbe, N.C.	Melling Tool Co.	81 Ford	Accident	72	6,375
21.	5*	Morgan Shepherd, Conover, N.C.	Performance Conn.	81 Pontiac	Running	71	5,850
22.	44	Terry Labonte, Corpus Christi, Tex.	Stratagraph	81 Buick	Engine	71	6,375
23.	38	Don Waterman, Portland, Ore.	St. John Auto Parts	81 Buick	Engine	68	1,570
24.	73	Bill Schmitt, Redding, Calif.	Pro-Power Engines	81 Buick	Trans	52	1,525
25.	1	Hershel McGriff, Bridal Veil, Ore.	Industrial Leasing	81 Buick	Engine	52	800
26.	67	Buddy Arrington, Martinsville, Va.	Hill's Racing	81 Dodge	Engine	47	1,275
27.	64	D.K. Ulrich, Harrisburg, N.C.	Bondurant School	81 Olds	Spin T3	43	1,250
28.	52	Jimmy Means, Huntsville, Ala.	Broadway Motors	81 Pontiac	Accident	29	1,225
29.	28	Bobby Allison, Hueytown, Ala.	Hardee's	81 Buick	Engine	27	6,150
30.	40	Tommy Gale, N. Huntington, Pa.	Price Racing	81 Buick	Engine	25	675
31.	33	Horry Gant, Taylorsville, N.C.	Skool Bandit	81 Chev	Engine	23	650
32.	16	Jim Brown, Portland, Ore.	Rose Auto Wrecking	81 Olds	Waterpump	23	625
33.	99*	Tim Richmond, Ashland, Ohio	UNO	81 Buick	Accident	11	1,100
34.	25	Ronnie Thomas, Christiansburg, Va.	Jabe Thomas Racing	81 Pontiac	Engine	7	1,050
35.	86*	Elliott Forbes-Robinson, Glendale, Calif.	Cal-Tex	81 Buick	Engine	2	500
36.	1	Jimmy Insolo, Mission Hills, Calif.	SF Valley Lumber	81 Buick	Engine	0	750

* — Denotes Champion Spark Plug Rookie of the Year challenger.

Time of Race: 1:32.22

Average Speed: 98.013 mph/157.682 kph

Margin of Victory: .6 seconds

Caution Laps: 14-16 (99, accident, 9)
27-31 (Car 28, blew, turn 8)
37-42 (Car 52, accident, turn 6)
45-49 (Car 64, spin, turn 3)
72-81 (Oil in dogleg)
86-89 (Car 3, accident, turn 9)

Lead Changes:
Laps 1-14 Car 11
15 Car 01
16 Car 38
17-30 Car 21
31-34 Car 2
35-38 Car 11
39 Car 42
40-42 Car 44
43-60 Car 43
61-72 Car 11
73 Car 43
74-81 Car 11
82-86 Car 2
87-92 Car 43
93 Car 2
94-95 Car 11

Pole winner: Darrell Waltrip, 81 Buick, 1:22.434/114.419 mph/184.074 kph, a new record. Old record of 1:22.888/113.792/183.405 kph, set by Cale Yarborough, 77 Monte Carlo, in 1980.



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SHARON HODGDON 200
RIVERSIDE INTERNATIONAL RACEWAY
SUNDAY, JUNE 14, 1981

Pos.	No.	Driver, Hometown	Entrant	Car	Laps	Reason Out	Earnings
1.	06	Hershel McGriff, Bridal Veil, OR	Lee's Iron, Inc.	80 Camaro	48	Running	5,300
2.	38	Duke Hoenshell, Orange, CA	Wertz Furniture	81 Camaro	48	Running	3,350
3.	88	Don Noel, Northridge, CA	Noel's Babrication	78 Firebird	48	Running	1,900
4.	61	Chuck Phillippi, Santa Fe Springs	Vision Adv Graphics	81 Camaro	48	Running	1,000
5.	2	Richard White, Escondido, CA	Blvd. Automotive	80 Camaro	48	Running	850
6.	5	Don Wilson, Jr., La Puente, CA	AJM Truck Painting	81 Camaro	46	Running	700
7.	00	Don Beach, Yuba City, CA	Doug Everhart	80 Camaro	46	Running	600
8.	27	Jerry Nove, Moreno, CA	Jerry Nove	78 Camaro	45	Running	500
9.	11	Richard Escalante, Riverside, CA	Escalante	78 Camaro	45	Running	400
10.	1	Roy Cline, Highland, CA	Real Pace Cars	81 Camaro	44	Running	300
11.	67	John Webb, Corona, CA	McFarland Towing	79 Manza	44	Running	290
12.	39	Hans Wesski, Simi Valley, CA	Simi Valley Auto	80 Camaro	44	Running	280
13.	57	Don Lowrey, Riverside, CA	McDonalds	81 Camaro	44	Running	270
14.	15	Buddy Allison, Las Vegas, NV	McDonalds	78 Firebird	43	Running	260
15.	34	Steve Reich, Los Alamitos, CA	Town & Country Wreck	78 Camaro	41	Running	250
16.	55	Joe Ruttman, Upland, CA	Haddick's Towing	81 Camaro	39	Overheating	240
17.	98	Carl Wayne Smith, Bakersfield, CA	Ed Smith Welding	70 Pontiac	36	Transmission	230
18.	12	James Lee Bentley, Riverside	Rubin Elec Trick	80 Camaro	32	Oil Leak	220
19.	90	Bob Forster, Sr., Chino, CA	Forster	76 Nova	28	Clutch	210
20.	6	Brownie Brown, San Bernardino, CA	Sierra Security	80 Camaro	25	Front Shocks	200
21.	66	Jimmie Lee, Vista, CA	Lee's Iron	78 Camaro	23	Engine	195
22.	71	Doug Taylor, Lompoc, CA	Jeff Culber Racing	80 Camaro	22	Overheat	190
23.	25	Gary Mayeda, Rubidoux, CA	James Mayeda	74 Nova	21	Transmission	185
24.	62	John Krebs, Rockland, CA	Bo-Dean Engineering	78 Firebird	21	Clutch	180
25.	44	Gregory Scates, Newhall, CA	Scates	74 Camaro	20	Fuel Pump	175
26.	01	Greg Scheidecker, Highland, CA	Riverside Ice	74 Camaro	20	Clutch	170
27.	53	Frank Loverock, Norwalk, CA	Pico Auto Salvage	79 Camaro	19	Overheat	165
28.	14	Rod Hetrick, Palm Springs, CA	H&H Automotive	70 Camaro	16	Overheat	160
29.	56	Ronald Esau, Lakeside, CA	Humphries Enterprises	81 Firebird	13	Clutch	155
30.	69	Kevin Riniker, Riverside, CA	Wayne's Machine Shop	72 Nova	13	Engine	150
31.	51	Robert Switzer, Chatsworth, CA	Switzer Contractors	81 Camaro	11	Overheat	150
32.	49	Joe Nuccitelli, Arleta, CA	Barrington Custom Eng	71 Camaro	2	Clutch	150
33.	3	Jack Gabardi, Colorado Springs, CO	B&K Racing	81 Camaro	2	Clutch	150
34.	77	Jim Neal, Huntington Beach, CA	Weber's Auto Parts	81 Pontiac	1	Transmission	150
35.	52	John Ware, Malibu, CA	Ware & Sons Racing	81 Camaro	1	Transmission	150

Time of Race: 1 hour, 14 minutes, 19 sec.
Average Speed: 101.533 mph
163.334 KPH

Margin of Victory: 47 seconds

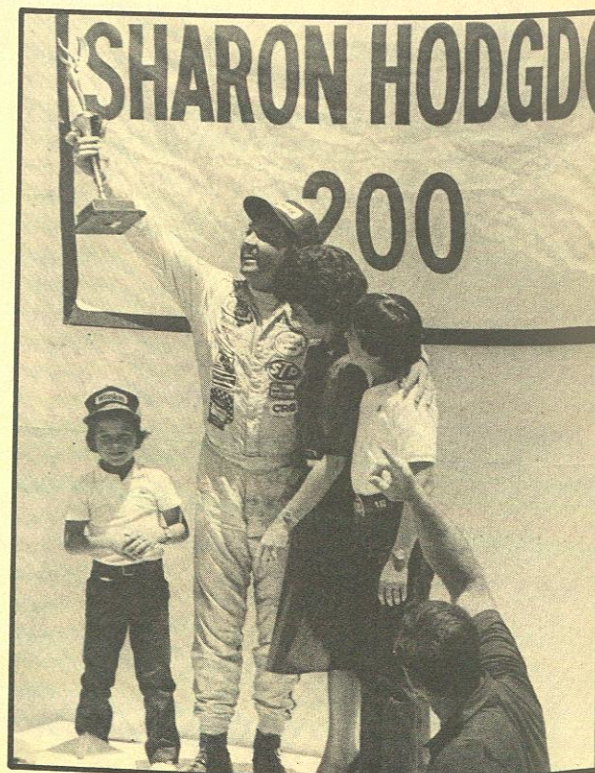
Caution Laps: 10-13 #53 Off Track 3 laps
25-29 #69 Blew T-9 6 laps

Lead Changes:
Laps

Car 55	1
Car 06	2-19
Car 88	20-25
Car 27	26-28
Car 61	29-31
Car 06	32-48

Pole Winner: Hershel McGriff, 1:21.272/116.055 mph. Record of 1:20.315/117.438 mph/189.155 kph set Joe Ruttman, 78 Pontiac, in 1980. Course record is 1:20.214/117.585 mph/189.169 kph, set by Jim Insolo, 77 Camaro, in 1979.

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continued from page 40

Budweiser 400: 1963 - 36; 1970 - 1; 1971 - 13; 1972 - 23; 1973 - 2; 1974 - 25; 1975 - 1; 1976 - 9; 1977 - 1; 1978 - 2; 1979 - 3; 1980 - 8; 1981 - 3.*Rel. by J. Insolo.
IROC: 1973 - 7, 10, 10; 1974 - 5, 10; 1975 - 6, 11; 1976 - 3, 9; 1977 - 2, 5.

1981 WINSTON CUP HIGHLIGHTS

TOTAL VICTORIES: 3; POINT STANDING: 8th - 3,880 POINTS; TOTAL RACES: 31; POLE POSITIONS: 0; TOTAL PRIZE MONEY: \$389,214; TIMES IN TOP FIVE: 12; TIMES IN TOP TEN: 16.

CAREER HIGHLIGHTS — WINSTON CUP — THRU 1981

TOTAL RACES: 868 (all-time lead); TOTAL WINS: 195 (all-time lead); TOTAL PRIZE MONEY: \$4,396,808 (all-time lead); FIRST WINSTON CUP RACE: 1958; FIRST WINSTON CUP WIN: 1960; TIMES IN TOP FIVE: 517; TIMES IN TOP TEN: 617.

7-time Winston Cup Champion (1964-1967-1971-1972-1974-1975-1979).

7-time Daytona 500 winner (1964-1966-1971-1973-1974-1979-1981).

At Riverside for the November 21 Winston Western 500, Richard Petty started his 868 Grand National race, seeking his 196th victory and is closing in on a \$5 million goal in career prize money. He also has amassed a total of 36 500-mile race victories, an all-time record. His 43 Riverside Raceway starts include 5 victories. His 7th Daytona 500 victory in 1981 ties him with David Pearson for the all-time record of superspeedway wins at 51.

JODY RIDLEY, Chatsworth, GA. Born: May 19, 1942 (40). Wife: Margret. Children: Anthony, Kim. Car No. 90. - J.D. Stacy Ford. Ht.: 5 ft. 8 in. Wt.: 161 lbs.

RIVERSIDE RECORD

Winston Western 500: 1980 - 16; 1981 - 7 (January Race); 1981 - 9 (November Race).

Budweiser 400: 1980 - 11; 1981 - 7.

1981 WINSTON CUP HIGHLIGHTS

TOTAL VICTORIES: 1; POINT STANDING: 5th - 4,002 POINTS;

TOTAL RACES: 31; POLE POSITIONS: 0; TOTAL PRIZE MONEY: \$257,318; TIMES IN TOP FIVE: 3; TIMES IN TOP TEN: 18.

CAREER HIGHLIGHTS — WINSTON CUP — THRU 1981

TOTAL RACES: 73; TOTAL WINS: 1; TOTAL PRIZE MONEY: \$478,315; FIRST WINSTON CUP RACE: 1973; FIRST WINSTON CUP WIN: 1981; TIMES IN TOP FIVE: 7; TIMES IN TOP TEN: 39.

1980 Champion Spark Plug Rookie of the Year.

Jody Ridley had competed in only 11 Winston Cup races over a period of five seasons (beginning in 1973) when he became a full-timer in 1980 and went after the coveted rookie-of-the-year title which he won over Lake Speed, Slick Johnson and Kyle Petty. His earnings that year — \$196,617 — were the second highest ever for winning the rookie title. Only Dale Earnhardt surpassed that mark in his capture of the rookie title in 1979. Ridley was also the fourth driver to win over \$100,000 in his freshman year. His first career victory — and only one at this point — came last season, in the Mason-Dixon 500 at Dover, Del. Seventh in the final Winston Cup standings in 1980, Ridley moved up to 5th last year. His early stock car racing background is primarily at Southeastern events and includes an array of records and track titles in Grand American competition.

RICKY RUDD, Chesapeake, VA. Born: September 12, 1956 (25). Wife: Linda. Children: None. Car No. 3 - Piedmont Airlines Pontiac. Ht.: 5 ft. 8 in. Wt.: 155 lbs.

RIVERSIDE RECORD

Winston Western 500: 1981 - 19 (January race); 1981 - 40 (November Race).

Budweiser 400: 1981 - 5.

1981 WINSTON CUP HIGHLIGHTS

TOTAL RACES: 31; POINT STANDING: 6th - 3,988 POINTS; TOTAL WINS: 0; POLE POSITIONS: 3; TOTAL PRIZE MONEY: \$371,968; TIMES IN TOP FIVE: 14; TIMES IN TOP TEN: 17.

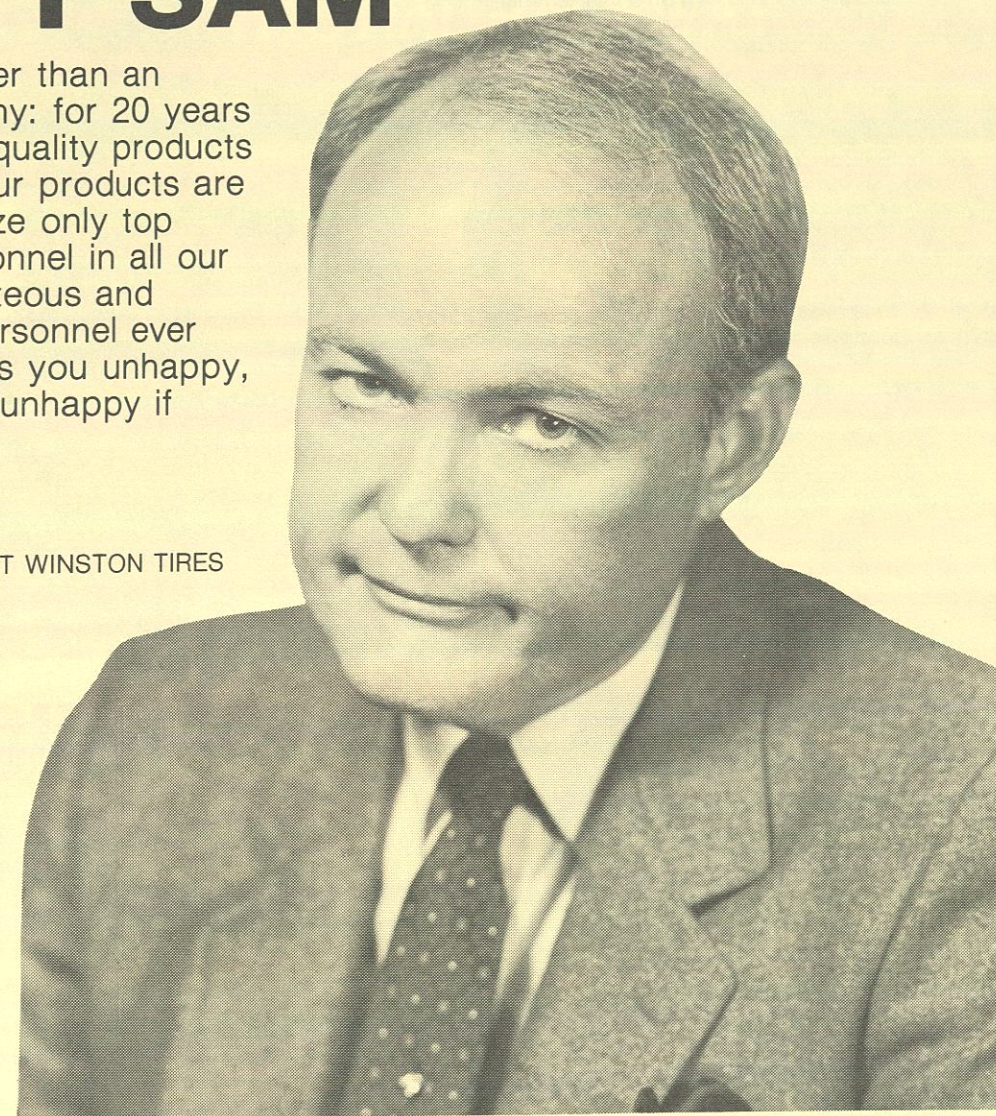
CAREER HIGHLIGHTS — WINSTON CUP — THRU 1981

TOTAL RACES: 118; TOTAL WINS: 0; TOTAL EARNINGS: \$708,348;

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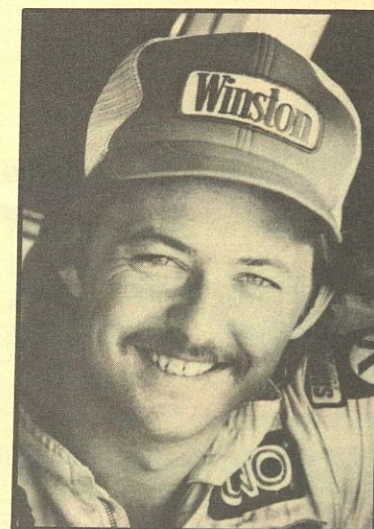
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1977 Rookie-of-the-Year

Rudd enjoyed his most successful Winston Cup season in 1981, following his brilliant Rookie-of-the-Year victory in 1977. Although without a victory, he finished 6th in points and earned over \$380,000 which is more than he earned in six previous seasons combined. He joined the Gatorade-DiGard team at the beginning of the '81 season, replacing Darrell Waltrip in the car, and promptly surprised everyone by running 4th throughout the first half of the Winston Western 500 at Riverside and then actually leading the race for 18 laps before mechanical failure sidelined him from his first race at Riverside. He returned last June and grabbed a 5th place finish in the Warner Hodgdon 400. A former Go-Kart champion, he was taken in tow by former stock car driver Bill Champion and made his Winston Cup debut at Rockingham in 1975, without benefit of any previous experience. His Rookie-of-the-Year winning effort in 1977 came as a family effort . . . his father, Al, was the car owner, brother Al, Jr., was the engine builder and sister, Carolyn, the business manager. His Enduro Kart racing career began at age 9 and he won both National and World IKA titles three times and twice was the Road Atlanta champ.



CAREER HIGHLIGHTS — WINSTON CUP — THRU 1981
TOTAL RACES: 34; TOTAL WINS: 0; TOTAL PRIZE MONEY: \$106,230; FIRST WINSTON CUP RACE: 1980; TIMES IN TOP FIVE: 0; TIMES IN TOP TEN: 6.

Rookie-of-the-Year at Indianapolis in 1980, Richmond mounted a heavy effort to win NASCAR's Winston Cup Rookie honors in 1981, and was in the hunt throughout the season. He was the early leader in the Champion Spark Plug rookie points chase and remained in front for five races before Morgan Shepherd unseated him. Richmond still remained close in a tight battle with Shepherd until the latter part of the season when a string of poor finishes because of mechanical trouble finally cost him 2nd place to a hard charging Ron Bouchard, the eventual rookie winner. A product of Kart racing as a boy, Tim drove his first pro race in a sprint car event in 1976. He was also a regular on the Mini-Indy circuit.

TIM RICHMOND, Ashland, Ore. Born: June 7, 1955 (27). Marital Status: Single. Children: None. Car No. 2. - J.D. Stacy Buick; Ht.: 5 ft. 10 in. Wt.: 164 lbs.

RIVERSIDE RECORD

Winston Western 500: 1979 - 6; 1980 - 4; 1981 - 13 (January Race); 1981 - 5 (November Race)

Budweiser 400: 1981 - 33

1981 WINSTON CUP HIGHLIGHTS

TOTAL WINS: 0; POINT STANDING: 16th - 3,091 POINTS; TOTAL RACES: 29; POLE POSITIONS: 0; TOTAL PRIZE MONEY: \$91,305; TIMES IN TOP FIVE: 0; TIMES IN TOP TEN: 6.

ROOKIE-OF-THE-YEAR STANDING: 3rd



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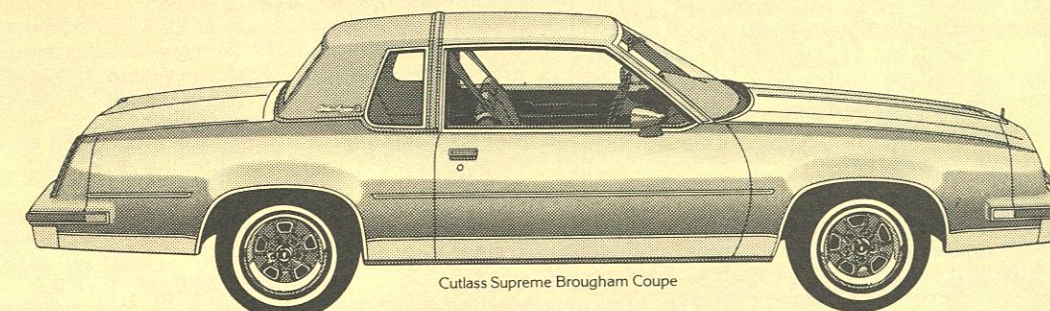


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JIM ROBINSON, Sylmar, Calif. Born: January 28, 1946 (36). Wife: Quida. Children: Brenda 15, Glenda 4. Car No. 78. - Hammer Security Oldsmobile. Ht.: 5 ft. 10 in. Wt.: 150 lbs.

RIVERSIDE RECORD

Winston Western 500: 1980 - 24; 1981 - 6 (January Race); 1981 - 32 (November Race)

Budweiser 400: 1979 - 21; 1980 - 20; 1981 - 10

Warner Hodgdon 300: 1974 - 27; 1976 - 25; 1977 - 41; 1978 - 36; 1979 - 30 (John Borneman)

Calif. 150: 1974 - 17; 1975 - 35; 1977 - 18

Sharon Hodgdon 200: 1977 - 15; 1978 - 12

Warner Hodgdon 200: 1981 - 17

1981 WINSTON CUP HIGHLIGHTS

TOTAL WINS: 3; FINAL POINT STANDING: 2nd - 658 POINTS; TOTAL RACES: 14; TOTAL PRIZE MONEY: \$37,921; TIMES IN TOP FIVE: 5; TIMES IN TOP TEN: 60.

1981 Winston West Grand National wins included: the Roseville 150, G.I. Joe's 150 and the Winston Shasta 150.

Formerly of Clovis, N.M., Robinson was graduated from Clovis High School and began his racing career at Clovis' Midway Speedway 15 years ago. After moving to California he ran a limited number of races in 1978, then raced the full Winston West season of 1979, finishing 3rd in points and placing second to the late Tim Williamson in rookie standings. In 1980 he again was third in points, trailing Roy Smith and Bill Schmitt before finishing 2nd in 1982 standings. When not racing, Robinson works as a diesel mechanic.

JOE RUTTMAN, Upland, Calif. Born: October 28, 1944 (37). Wife: Harpo. Children: Shawn 13, Carrie 10, Nicki 6. Ht.: 6 ft. 1 in. Wt.: 210 lbs.

RIVERSIDE RECORD

Winston Western 500: 1963 - 10; 1964 - 34; 1981 - 2 (November Race)

Budweiser 400: 1979 - 34

Warner Hodgdon 300: 1978 - 2; 1979 - 29; 1980 - 32; 1981 - 1

Sharon Hodgdon 200: 1977 - 4; 1979 - 2; 1980 - 31; 1981 - 16

1981 WINSTON CUP HIGHLIGHTS

TOTAL WINS: 0; POINT STANDING: 28th - 1,851 POINTS; TOTAL RACES: 17; POLE POSITIONS: 0. TOTAL PRIZE MONEY: \$137,275; TIMES IN TOP FIVE: 2; TIMES IN TOP TEN: 7.

CAREER HIGHLIGHTS — WINSTON CUP — THRU 1981

TOTAL RACES: 21; TOTAL WINS: 0; TOTAL PRIZE MONEY: \$141,715; FIRST WINSTON CUP RACE: 1963; TIMES IN TOP FIVE: 2; TIMES IN TOP TEN: 8

Younger brother of former Indy 500 winner Troy Ruttman, Joe won the 1980 USAC stock car title before switching to Winston Cup competition last year, competing for car owner Jim Stacey in the car formerly campaigned by Dale Earnhardt. Joe drove his first stock car race in the inaugural Motor Trend 500 (now the Winston Western 500) at Riverside and finished 10th, when he was just 18. Enroute back to Michigan after the race, his tow car was struck head-on near Indio by a driver who had fallen asleep at the wheel, and that curtailed Joe's racing career until six years ago when he resumed driving thanks to the encouragement of his wife. He ran short track races and then moved up to the USAC circuit, finally winning that organization's championship in 1980. He recently left the Stacy team shortly after finishing second in the 1982 Daytona 500.

MORGAN SHEPHERD, Conover, NC. Born: October 12, 1941 (40). Wife: Debbie. Children: Debbie 18, Chrissy 16, Terry 15, Morgan, Jr., 13, Cynthia 11, Jamie 7, Chris 9. Car No. 98 - Levi Garrett Buick. Ht.: 5 ft. 9 in. Wt.: 170 lbs.

RIVERSIDE RECORD

Warner Hodgdon 400: 1981 - 21 (January Race); 1981 - 13 (November Race)

1981 WINSTON CUP HIGHLIGHTS

TOTAL WINS: 1; POINT STANDING: 13th - 3,261 POINTS; TOTAL RACES: 29; POLE POSITIONS: 1; TOTAL PRIZE MONEY: \$165,329; TIMES IN TOP FIVE: 3; TIMES IN TOP TEN: 10.

CAREER HIGHLIGHTS — WINSTON CUP — THRU 1981

TOTAL RACES: 37; TOTAL WINS: 1; TOTAL PRIZE MONEY: \$181,324; FIRST WINSTON CUP RACE: 1981; FIRST WINSTON WIN: 1981; TIMES IN TOP FIVE: 3; TIMES IN TOP TEN: 11

One of the most successful and impressive rookies to hit the Winston Cup circuit, Shepherd amazed his veteran competitors by nabbing the pole spot for his very first race — the 1981 Richmond 400 — and added to that by finishing a strong 5th. Two months later, the former Late Model Champion won the Virginia 500 at Martinsville. Amazingly enough, Martinsville has another special meaning for Shepherd and his wife, Debbie. They were married there on the start/finish line in 1980, just prior to a Late Model Sportsman race which Shepherd won. Tinkering with automobiles and engines since he was 10, Shepherd started racing Limited Sportsman stock cars in 1968. A year later, he won 21 of 29 races. He came to the Winston Cup circuit last year after winning NASCAR'S 1980 Late Model Sportsman title with 9 wins, 13 second places and 35 finishes in the top five of a 57-race season. He was second to Ron Bouchard in the battle for 1981 Rookie of the Year honors.

BILL SCHMITT, Redding, Calif. Born: February 13, 1936 (46). Wife: Sylvia. Children: Jim 26, Steve 24, Ken 19, Kathi 21. Car No. 73 - Shasta Buick. Ht.: 6 ft. 1 in. Wt.: 190 lbs.

RIVERSIDE RECORD

Winston Western 500: 1975 - 18; 1976 - 10; 1977 - 19; 1978 - 32; 1979 - 4; 1980 - 5; 1981 - 22 (January Race); 1981 - 14 (November Race)

Budweiser 400: 1975 - 8; 1977 - 30; 1978 - 8; 1979 - 8 (Norm Palmer); 1980 - 13; 1981 - 24

1981 WINSTON CUP HIGHLIGHTS

TOTAL WINS: 1; POINT STANDING: 3rd - 620 POINTS; TOTAL RACES: 13; TOTAL PRIZE MONEY: \$35,781; TIMES IN TOP FIVE: 8; TIMES IN TOP TEN: 10.

1981 Winston West Grand National victory (1) was scored at Sears Point in the September 27 Winston 200.

Schmitt won his second Winston West Grand National title in three years when he edged young Tim Williamson for the 1979 championship. In 1980 he lost the title to Roy Smith by a mere 9 points. A logging camp owner in Redding, Schmitt enjoys the freedom of the wide open country and is fond of hunting and fishing. With his victory last year at Sears Point, he now has a career record of 11 wins, 57 top five finishes and 76 placings in the top ten. Bill also promotes races in Redding, and once won his own feature. He's been a top contender on the Winston West circuit since his debut in 1974.

ROY SMITH, Victoria, B.C., Canada. Born: August 6, 1944 (37). Wife: Diana. Children: Gary & Arrn. Car No. 0. Ht.: 5 ft. 9 in. Wt.: 166 lbs.

RIVERSIDE RECORD

Winston Western 500: 1977 - 22; 1978 - 9; 1980 - 13; 1981 - 31 (January Race); 1981 - 30 (November Race)

Budweiser 400: 1976 - 27; 1977 - 23; 1980 - 28; 1981 - 8

Sharon Hodgdon 200: 1980 - 2

Calif. 150: 1977 - 2

1981 WINSTON CUP HIGHLIGHTS

TOTAL WINS: 4; POINT STANDING: 1st - 677 POINTS; TOTAL RACES: 14; TOTAL PRIZE MONEY: \$56,224; TIMES IN TOP FIVE: 6; TIMES IN TOP TEN: 10.

1981 Winston West wins were the Mesa Marin 150, Coca Cola 200, Evergreen 200 and Warner Hodgdon 200.

Winner of the 1980 Winston West Grand National championship, Smith held off the strong challenge of Jim Robinson in order to repeat as the champ last year. Smith started racing in the Winston West circuit in 1973 and won his first event in 1979, following a successful career in sprint car racing. With his four victories last year, his Winston West career skein now stands at six, with 19 top five finishes and 31 times in the top ten over a span of 56 races.

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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 Gardner 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

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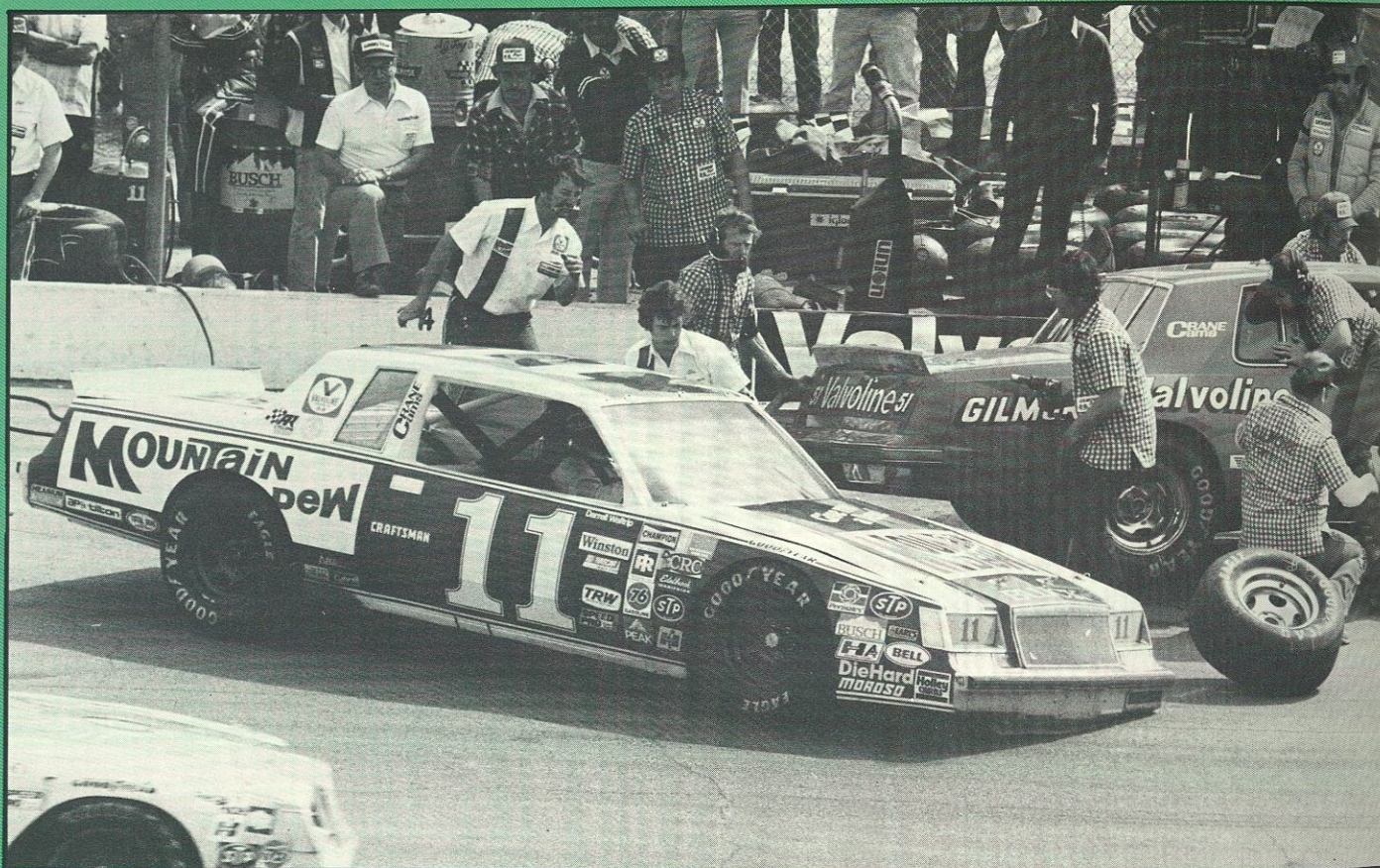


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continued from page 54

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 same 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, 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

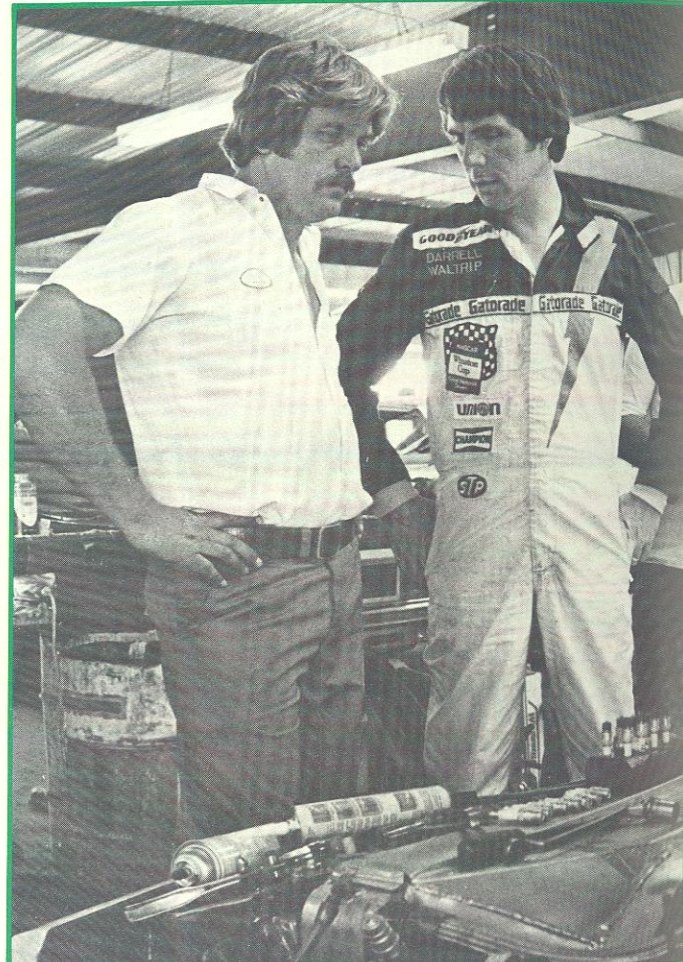
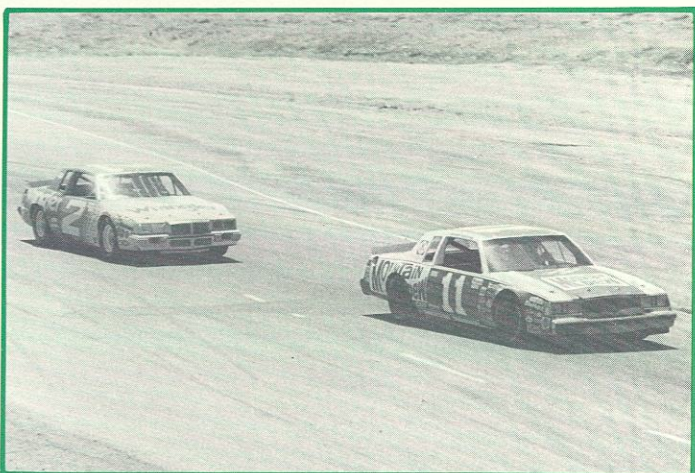
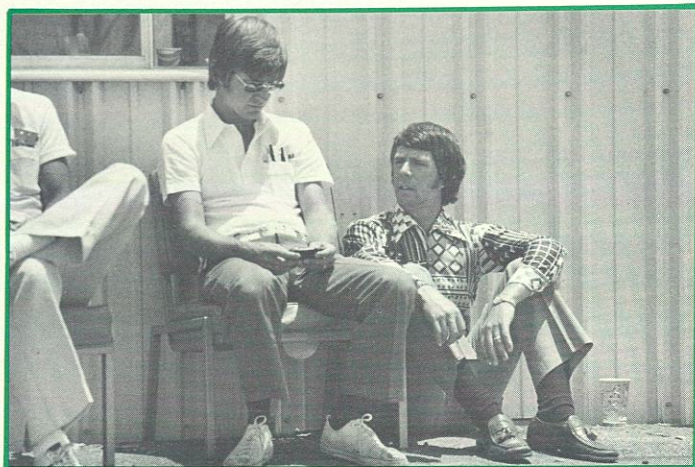
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continued from page 56

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."



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"How did Petty do?"

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Richard Petty is stock car racing's leader in practically all superlative statistics. No further identification — no first name — ever was needed.

But week by week this summer, that was becoming less possible.

Nowadays, when the fans say, "Petty finished third," or "Petty turned a good lap in qualifying," they'll have to be more specific.

There's a reason:

Richard's son, 21-year-old Kyle has improved dramatically as a driver. Lately, in fact, he's run right up there with his famous father and other top-name Winston Cup drivers.

When the 1981 NASCAR Grand National racing season made the clubhouse turn with the July 4 Firecracker 400 at Daytona International Speedway, Kyle Petty was making a turn of his own. A turn upwards in the stock car racing circles.

In the Firecracker 400, Kyle finished sixth, in the same lap and just back of race winner Cale Yarborough and Harry Gant, his father, Buddy Baker and Johnny Rutherford, who have almost a century driving experience collectively.

Kyle was sixth again in the Busch Nashville 420, took eighth in the Mountain Dew 500 and was seventh in the Talladega 500.

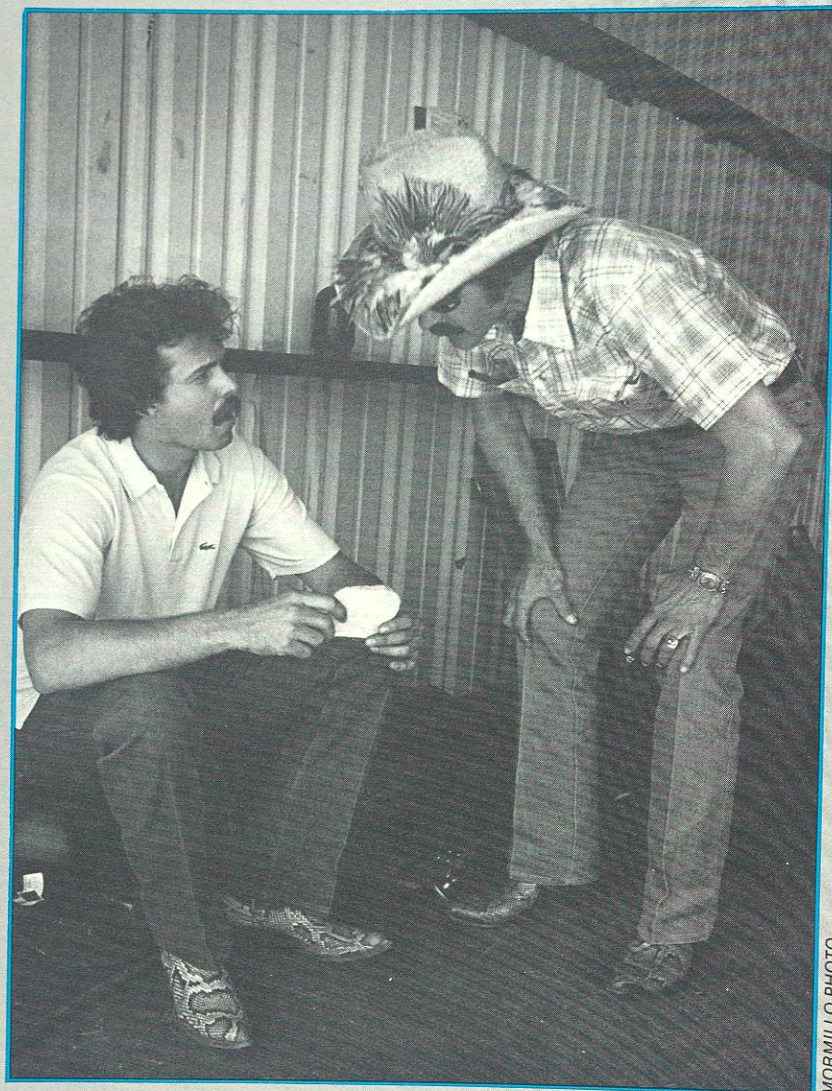
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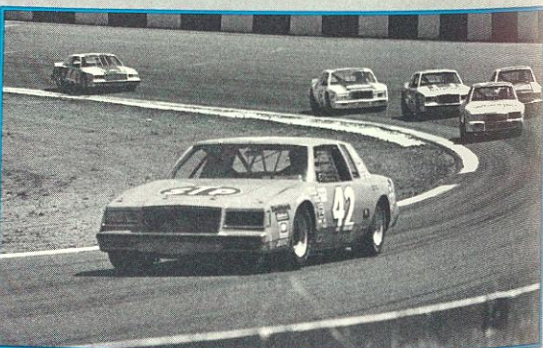
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Kyle's emergence has made him by far the most visible of an amazing number of second and third generation drivers attempting to maintain family tradition by seeking spots in the sport. Included are relatively young men with names like Pearson, Jarrett, Allison, Baker, Martin and Vandiver.

"Kyle is coming on, no doubt 'bout that, and we're proud of him," said poppa Richard from the Petty Enterprises compound in Level Cross, N.C. during the summer. "But like most of the young fellas following their daddies and, in some cases like Kyle's, granddaddies, into the sport, he has a long way to go."

That didn't seem the case in February 1979 when Kyle, then 18, stunningly sped to victory in the first race of his career, the ARCA 200 at Daytona International Speedway. But the storybook was spoiled somewhat three months later, when he spun and crashed two straight days while practicing for his NASCAR Winston Cup debut at Charlotte Motor Speedway.

"Well, you're gonna have to wait a while to go Grand National racing," Richard told Kyle at the time. "Your car is tore up for one thing, and you're

not quite ready for another."

Kyle tried again in the Firecracker 400 later that year, but a qualifying crash eliminated his chances once again. Kyle finally entered his first Winston Cup race when he qualified 18th for the 1979 Talladega 500 and drove his STP Dodge to a ninth place finish.

But things have changed for Kyle Petty.

Fifteen 1980 starts produced six top-10 finishes. He had little to show for his first 10 outings of the 1981 season, but rallied gamely during the middle third of the season and was a consistent finisher in the top-5.

"We never had a timetable for Kyle," Richard said, "who has won nearly 200 Winston Cup races in his career, including seven times a winner in the sport's most prestigious event, the Daytona 500. "It wouldn't have made sense to do that, anyway. In this sport, things just have to take a natural course, and gettin' to be competitive in most cases is a gradual thing . . . a very gradual thing."

"From that standpoint, we're delighted Kyle is at the plateau he is now, that his ability is starting to appear this soon. Of course, he wanted it to happen sooner . . . way sooner."

continued on page 64

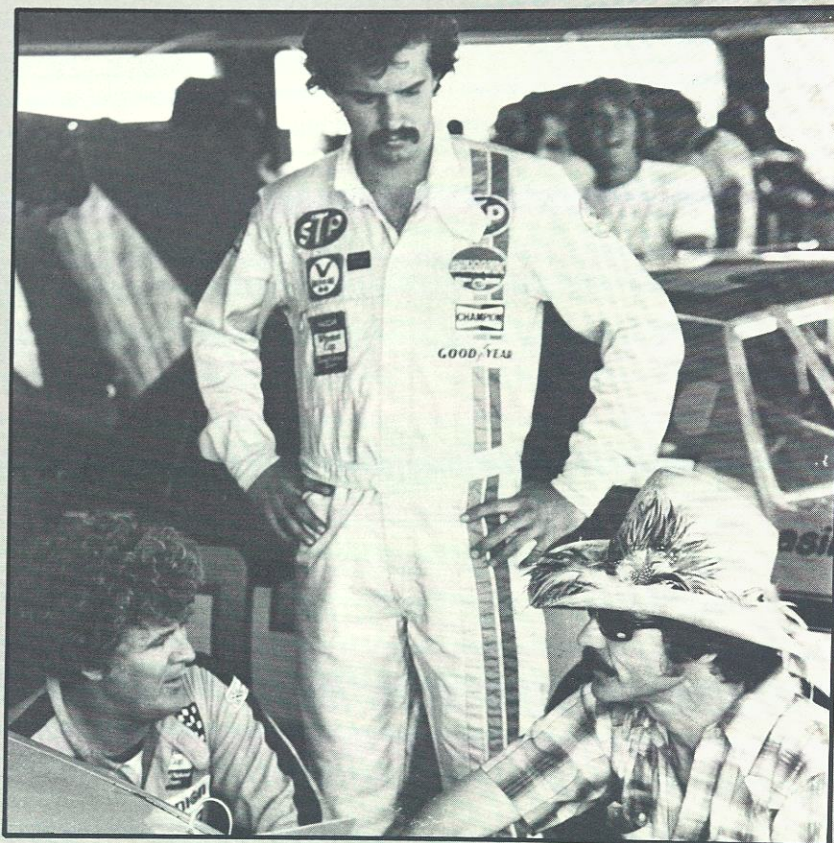
NOW THE EXCITEMENT REALLY BEGINS



1982 PONTIAC TRANS AM



MARK OF EXCELLENCE



continued from page 62

"As far as desire, really wanting to drive, and being able to drive goes, Kyle has got his stuff together. Now, it's a matter of plain 'ol experience, learning by logging a lot of laps and asking questions."

And Kyle has no qualms about coming to Richard with questions.

"Hopefully, he always will seek my advice, 'cause you can never know it all," said Richard. "Heck, I don't mind admitting that I still go to my daddy when something isn't working just right."

That's Hall of Famer Lee Petty, who started the dynasty in the early 1950s. He won 54 races, fifth on the all-time list, and three Grand National championships.

Kyle, who inherited his father's famous smile and twinkling eyes, brightly conceded Richard was right with the "way sooner" observation. "Patience has never been one of my virtues," Kyle admitted.

Indeed. In his early years Kyle received a guitar as a gift. He immediately became a hermit in his room staying awake 'til all hours until he learned to pick it. Not just strum a few chords, but pick proficiently.

It took him about a week.

He also masters sports other than auto racing. He was a football standout at Randleman High School and was considered good enough to play college ball. Kyle, however, passed on a college career for a try at racing.

"Racing required a lot of attitude adjusting on my part, for sure," continued Kyle, who along with

wife Patti made Richard a racin' granddaddy last year when Adam Kyler was born. "I've done it, but it wasn't easy."

Tuning race cars and guitars are drastically different matters, and this was painfully demonstrated to Kyle and his equally young crew during that dismal 10-race stretch opening this season. Kyle was running at the finish just once during that stretch.

"Then, as all of us got experience, things began to mesh," he said. "It's been a little bit of everything, part better prepared engines, part improved pit stops, and hopefully, part me."

Certainly, it has been part Kyle, a good portion Kyle, according to some of the other Winston Cup drivers.

"He still makes bobbles, but so do a lot of veterans," said an older rival driver. "Kyle's a completely different driver, for the better, than he was at the start of the season. He's worked hard. We'll hear a lot from him — I'm afraid."

A reporter asked Kyle after the Firecracker 400 if he felt obligated to succeed because of his family name.

He mulled the question over and then replied: "I'd be determined to do my best in whatever I was trying, no matter if my daddy was the village baker or the president of the United States."

With such an outlook, it isn't surprising Kyle Petty is showing so well in stock car racing.

And now, the question, "How'd Petty do?" is answered with another question:

Which one?

BS BRIDGESTONE-SCORE OFFROAD WORLD CHAMPIONSHIP RIVERSIDE INTERNATIONAL RACEWAY, AUGUST 7 & 8

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TIME/SPEED CONVERSION

READ MINUTES/SECONDS AND TENTHS, THEN FIND AVERAGE SPEED BELOW TENTHS AND RIGHT OF MINUTES/SECONDS — TOP FIGURE IS KILOMETERS PER HOUR; BOTTOM FIGURE IS MILES PER HOUR.

4.215 Kilometer (2.620 Mile)
Stock Car Course

	.0	.1	.2	.3	.4	.5	.6	.7	.8	.9
1:17	197.065KPH 122.494MPH	196.809 122.335	196.554 122.176	196.300 122.018	196.047 121.860	195.794 121.703	195.541 121.546	195.290 121.390	195.039 121.234	194.788 121.078
1:18	194.538KPH 120.923MPH	194.289 120.768	194.041 120.614	193.793 120.460	193.546 120.306	193.299 120.153	193.053 120.000	192.808 119.848	192.563 119.695	192.319 119.544
1:19	192.076KPH 119.392MPH	191.833 119.241	191.591 119.091	191.349 118.941	191.108 118.791	190.858 118.642	190.628 118.492	190.389 118.344	190.150 118.195	189.912 118.048
1:20	189.675KPH 117.900MPH	189.438 117.753	189.202 117.606	188.966 117.460	188.731 117.313	188.497 117.168	188.263 117.022	188.030 116.877	187.797 116.733	187.565 116.588
1:21	187.333KPH 116.444MPH	187.102 116.301	186.872 116.158	186.642 116.015	186.413 115.872	186.184 115.730	185.956 115.588	185.728 115.447	185.501 115.306	185.275 115.165
1:22	185.049KPH 115.024MPH	184.823 114.884	184.598 114.744	184.374 114.605	184.150 114.466	183.927 114.327	183.705 114.189	183.482 114.051	183.261 113.913	183.040 113.776
1:23	182.819KPH 113.638MPH	182.599 113.501	182.380 113.365	182.161 113.229	181.942 113.093	181.725 112.958	181.507 112.823	181.290 112.688	181.074 112.553	180.858 112.419
1:24	180.643KPH 112.286MPH	180.428 112.153	180.214 112.019	180.000 111.886	179.787 111.753	179.574 111.621	179.362 111.489	179.150 111.357	178.939 111.226	178.728 111.095
1:25	178.518KPH 110.964MPH	178.308 110.834	178.099 110.704	177.890 110.574	177.681 110.444	177.474 110.315	177.266 110.186	177.059 110.058	176.853 109.930	176.647 109.802
1:26	176.442KPH 109.674MPH	176.237 109.547	176.032 109.419	175.828 109.293	175.625 109.166	175.422 109.040	175.219 108.914	175.017 108.788	174.816 108.663	174.614 108.538
1:27	174.414KPH 108.413MPH	174.213 108.289	174.014 108.165	173.814 108.041	173.616 107.917	173.417 107.794	173.219 107.671	173.022 107.548	172.825 107.425	172.628 107.309
1:28	172.432KPH 107.182MPH	172.236 107.060	172.041 106.938	171.846 106.817	171.652 106.696	171.458 106.576	171.264 106.455	171.071 106.335	170.878 106.216	170.686 106.196
1:29	170.484KPH 105.977MPH	170.303 105.858	170.112 105.739	169.922 105.621	169.731 105.503	169.542 105.385	169.353 105.267	169.164 105.150	168.975 105.033	168.787 104.916
1:30	168.600KPH 104.800MPH	168.413 104.683	168.226 104.567	168.040 104.451	167.854 104.336	167.668 104.220	167.483 104.105	167.299 103.991	167.144 103.876	166.931 103.762
1:31	166.747KPH 103.648MPH	166.564 103.534	166.382 103.421	166.199 103.307	166.017 103.194	165.836 103.081	165.655 102.969	165.474 102.857	165.294 102.745	165.114 102.633
1:32	164.935KPH 102.521MPH	164.756 102.410	164.577 102.299	164.399 102.188	164.221 102.077	164.043 101.967	163.866 101.857	163.689 101.747	163.513 101.637	163.337 101.528
1:33	163.161KPH 101.419MPH	162.986 101.310	162.811 101.201	162.637 101.093	162.462 100.985	162.289 100.877	162.115 100.769	161.942 100.661	161.770 100.554	161.597 100.447
1:34	161.425KPH 100.340MPH	161.254 100.233	161.083 100.127	160.912 100.021	160.741 99.915	160.571 99.809	160.402 99.704	160.232 99.598	160.063 99.493	159.895 99.388
1:35	159.726KPH 99.284MPH	159.558 99.179	159.391 99.075	159.223 98.971	159.057 98.867	158.890 98.764	158.724 98.661	158.558 98.557	158.392 98.455	158.227 98.352
1:36	158.062KPH 98.250MPH	157.898 98.147	157.734 98.045	157.570 97.943	157.407 97.842	157.243 97.740	157.081 97.639	156.918 97.538	156.756 97.438	156.594 97.337

Formula for figuring kilometers-per-hour and miles-per-hour:

Track length = 4.215 Kilometers/2.62 Miles.
(1.609 Kilometers = 1 mile)

Time constant = 3600 sec./hr. X distance
(3600 X 4.215 Km.)
(3600 X 2.62 Miles)

Constant = 15174 for KPH
9432 for MPH

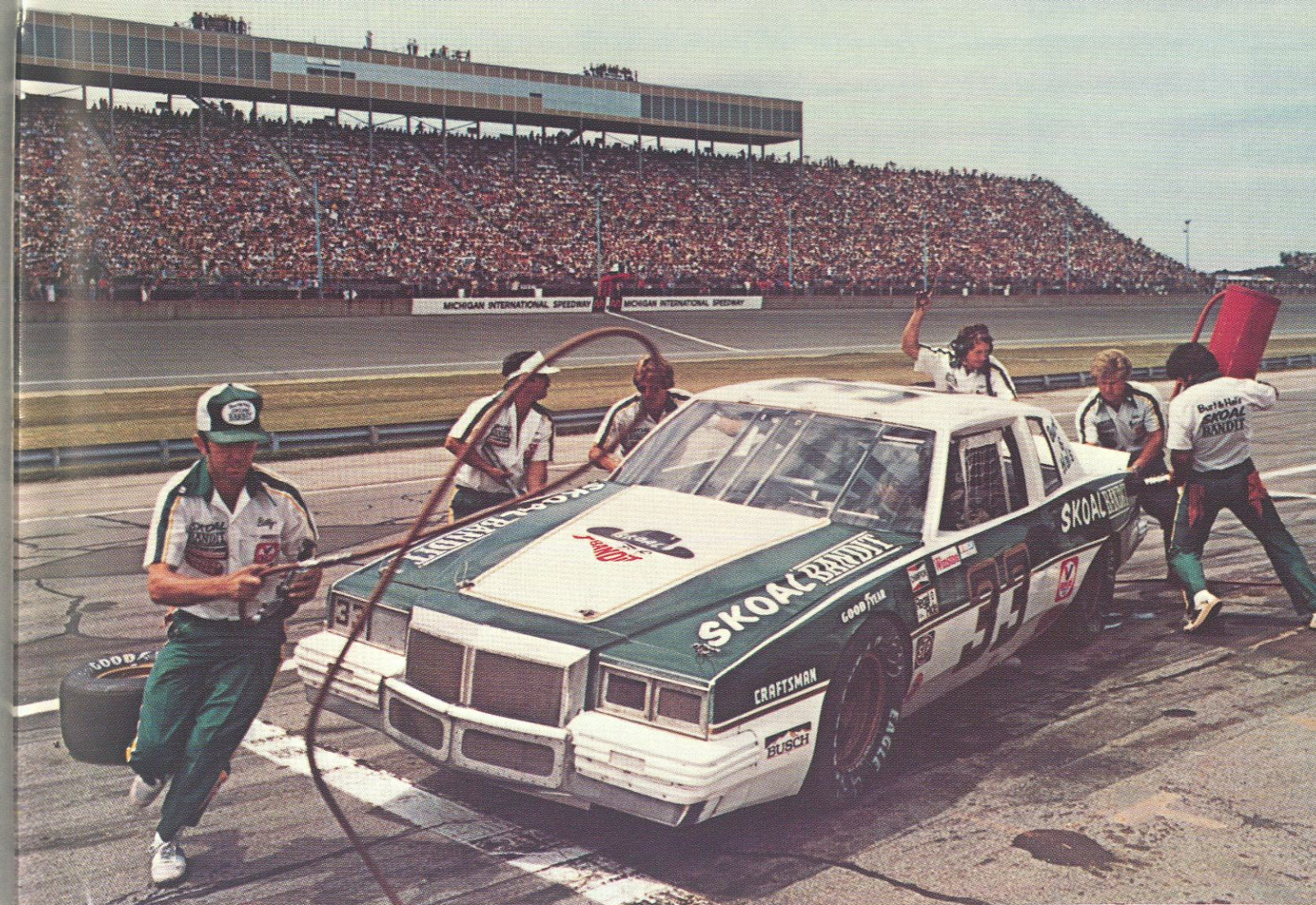
To figure average speed of any lap for any driver, divide the total lap time in seconds, (example, 1:29.1 = 89.1 seconds) into the above constant for either kilometers-per-hour or miles-per-hour.

example: 1:29.1 = 89.1 secs.
kph: 15174 ÷ 89.1 = 170.303 kph
mph: 9432 ÷ 89.1 = 105.858 mph

There are times when a guy just can't smoke.



HARRY GANT



© 1982 U.S. Tobacco Company.

The caution flag is out. Skoal Bandit needs a pit stop...and I can use a pinch stop. A chance to put a pinch of that good tasting wintergreen flavored Skoal smokeless tobacco between my cheek and gum for what I want out of my tobacco... full tobacco satisfaction... without lighting up.

And Skoal leaves my hands free to do what I do best. Take it from me, Harry Gant—enjoy tobacco without smoking.



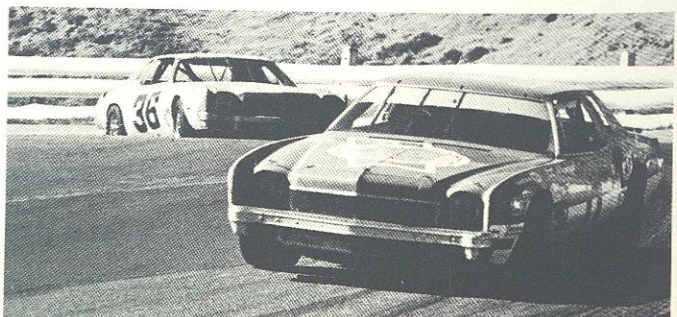
*A pinch is
all it takes!®*

LAP CHART

POSITION	LAP 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1																					
2																					
3																					
4																					
5																					
6																					
7																					
8																					
9																					
10																					

	LAP 22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42
1																					
2																					
3																					
4																					
5																					
6																					
7																					
8																					
9																					
10																					

	LAP 43	44	45	46	47	48
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						



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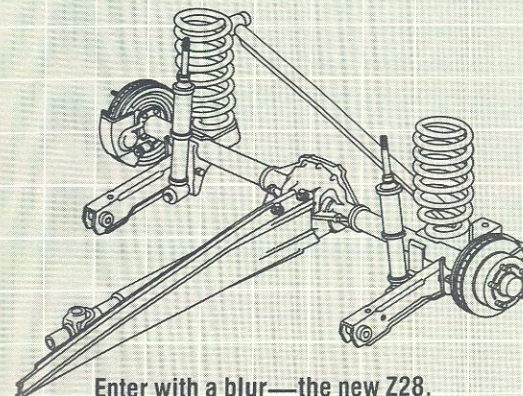
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NOTES:

200

CAMARO

Z28. SO NEW, ITS CLOSEST COMPETITION IS ITS SHADOW.



Enter with a blur—the new Z28.

This is an all-new Camaro. Styled to leave some fine 2+2 coupes chasing shadows. With lines cleanly sculpted in a wind tunnel and enough unabashedly advanced engineering to satiate even the most demanding technophile.

CAST A SHADOW ULTRASLEEK.

Consider: Even with downforce-inducing air dam and spoiler, the Z28 gets a .369 coefficient of drag.

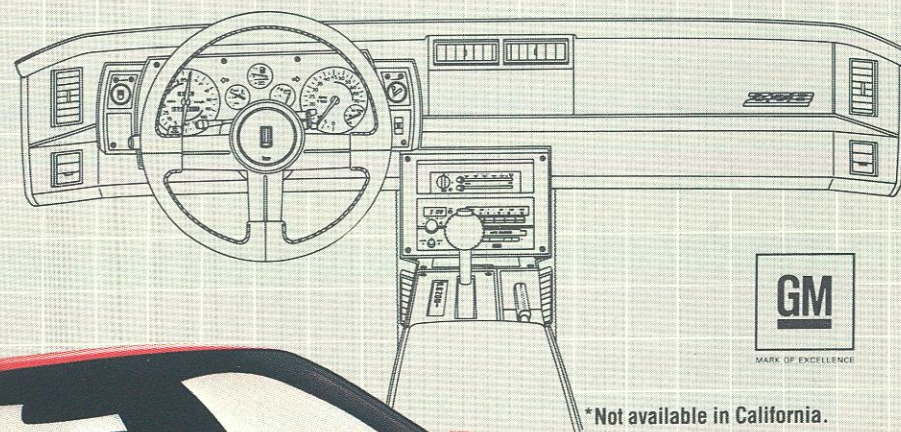
A totally redesigned suspension, front and rear, has enabled the Z28 to generate .8g-range cornering power on GM skidpads.

The ergonomically engineered cockpit looks and functions like an executive jet.

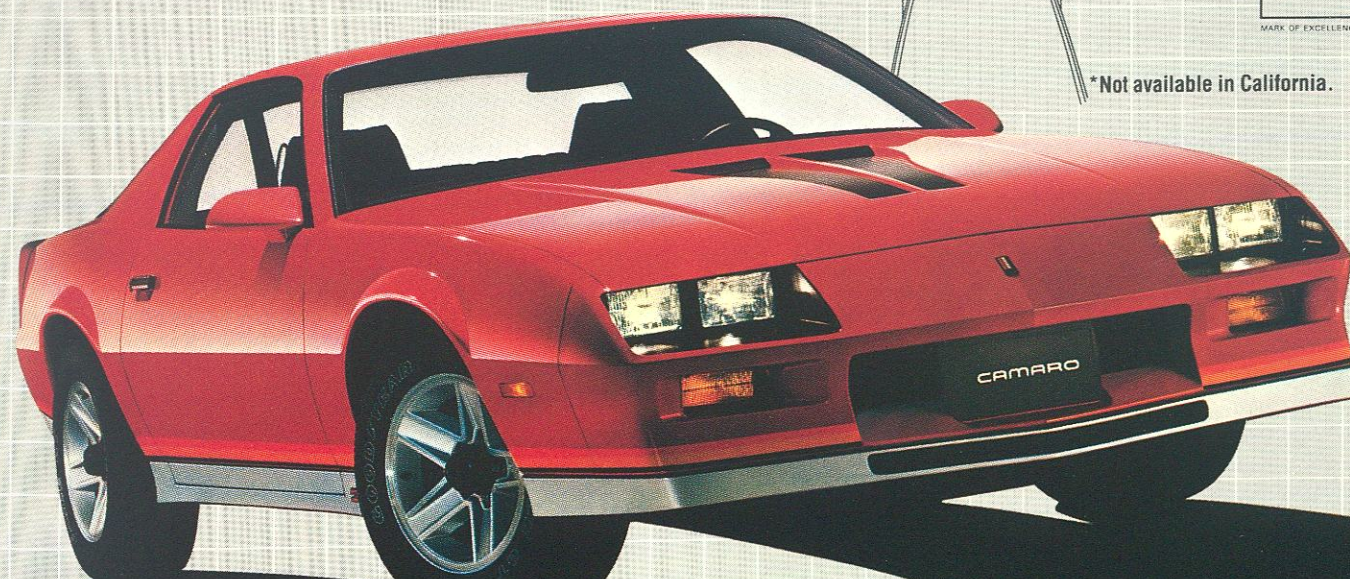
And a 305 CID V8 with optional new dual Cross-Fire fuel injection.*

The all-new Camaro Z28. It's a unique 2+2 coupe with an unfettered spirit, an uncommon style and an unusual capacity for enhancing all but the most conservative of life-styles.

Some Chevrolets are equipped with engines produced by other GM divisions, subsidiaries, or affiliated companies worldwide. See your dealer for details.



*Not available in California.



Chevrolet

CHEVY MAKES GOOD THINGS HAPPEN

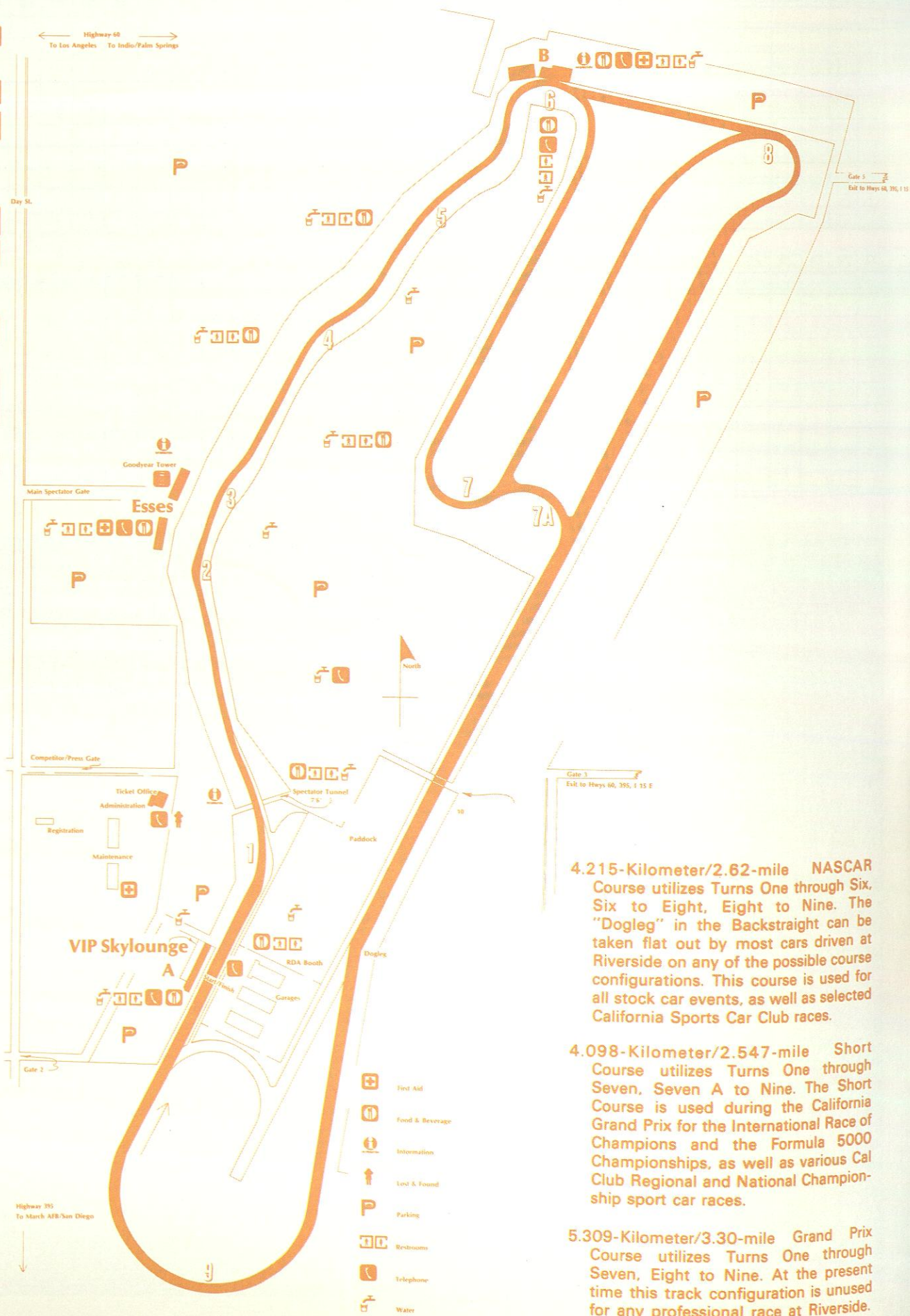
400 LAP CHART

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TRACK DIAGRAM



4.215-Kilometer/2.62-mile NASCAR Course utilizes Turns One through Six, Six to Eight, Eight to Nine. The "Dogleg" in the Backstraight can be taken flat out by most cars driven at Riverside on any of the possible course configurations. This course is used for all stock car events, as well as selected California Sports Car Club races.

4.098-Kilometer/2.547-mile Short Course utilizes Turns One through Seven, Seven A to Nine. The Short Course is used during the California Grand Prix for the International Race of Champions and the Formula 5000 Championships, as well as various Cal Club Regional and National Championship sport car races.

5.309-Kilometer/3.30-mile Grand Prix Course utilizes Turns One through Seven, Eight to Nine. At the present time this track configuration is unused for any professional race at Riverside.

"I gave up a lot of things just to race."

"Even as a kid I was always out in the garage tearing engines down and rebuilding them. I always wanted to drive a race car, and I worked hard to get here."

Hard work and a willingness to hang in—Dale shows the stuff champions are made of every time he climbs behind the wheel. Off the track he wears the Wrangler brand. Jeans, shirts and boots. Comfortable clothes for tough customers.

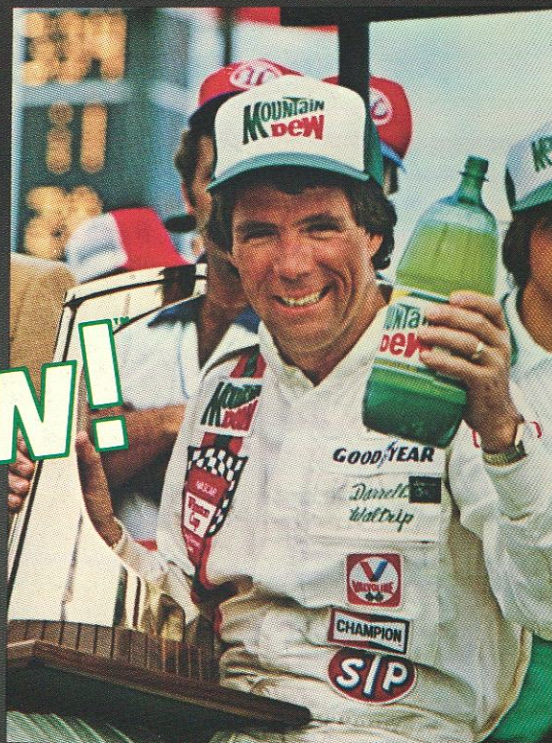
Dale Earnhardt. He's one tough customer.



1982, Blue Bell, Inc.

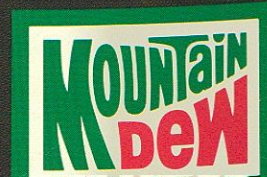
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Give me a Dew!



Darrell Waltrip
#11

1981 NASCAR Winston Cup Champion



BUDEWEISER 400 - RIVERSIDE INTERNATIONAL RACEWAY

JUNE 13, 1982

STARTING LINEUP

POS	CAR #	DRIVER, HOME TOWN	TEAM	TIME	SPEED
ROW 1					
1	44	Terry Labonte, Trinity, NC	J.D. Stacy Enterprises Buick	1:22.482	114.352 mph
2	11	Darrell Waltrip, Franklin, TN	Mountain Dew Buick	1:22.493	114.337 mph
ROW 2					
3	33	Harry Gant, Taylorsville, NC	7-Eleven/Skoal Bandit Buick	1:22.998	113.641 mph
4	2	Tim Richmond, Charlotte, NC	J.D. Stacy Enterprises Buick	1:23.047	113.574 mph
ROW 3					
5	15	Dale Earnhardt, Mooresville, NC	Bud Moore T-Bird	1:23.475	112.992 mph
6	88	Bobby Allison, Charlotte, NC	Gateade/Digard Monte Carlo	1:23.536	112.909 mph
ROW 4					
7	74	Roy Smith, Victoria B.C., Canada	John Edgett Buick	1:23.766	112.599 mph
8	28	Benny Parsons, Ellerbe, NC	J.D. Stacy Enterprises Pontiac	1:23.834	112.508 mph
ROW 5					
9	21	Neil Bonnett, Bessemer, AL	Warner Hodgdon/Natl. Eng. Ford	1:23.886	112.438 mph
10	43	Richard Petty, Randleman, NC	STP Pontiac	1:24.174	112.054 mph
ROW 6					
11	04	Hershel McGriff, Bridal Veil, OR	Matson Graphics Buick	1:24.257	111.943 mph
12	42	Kyle Petty, Randleman, NC	STP Pontiac	1:24.651	111.422 mph
ROW 7					
13	78	Jim Robinson, Sylmar, CA	Hammer Secrty/Marv's C.O. Olds	1:24.963	111.013 mph
14	50	Geoff Bodine, Pleasant Garden, NC	Performance Connection Pontiac	1:25.065	110.880 mph
ROW 8					
15	08	Rick McCray, Bloomington, CA	COORS/Mark C. Bloom Pontiac	1:25.120	110.808 mph
16	17	Lake Speed, Jackson, MS	Roger Hardy V&ZOO Mowers Buick	1:25.253	110.635 mph
ROW 9					
17	02	Mark Martin, Harrisburg, NC	JollyRancher/ApacheStovesBuick	1:25.394	110.453 mph
18	38	Don Waterman, Portland, OR	St. John's Auto Parts Buick	1:25.494	110.324 mph
ROW 10					
19	25	Jim Reich, Turlock, CA	Baldwin Engineering Chevrolet	1:25.614	110.169 mph
20	16	Jim Bono, Portland, OR	Rose Auto/Racing Farmer Buick	1:25.711	110.044 mph
ROW 11					
21	75	Joe Ruttaan, Upland, CA	Pet Dairy Pontiac	1:25.233	113.320 mph
22	3	Ricky Rudd, Chesapeake, VA	Richard Childress Pontiac	1:24.239	111.967 mph
ROW 12					
23	71	Dave Marcis, Skyland, NC	J.D. Stacy Enterprises Pontiac	1:25.726	110.025 mph
24	51	Scott Miller, Garden Grove, CA	Mitchell/Bunce Eng. Pontiac	1:26.001	109.673 mph
ROW 13					
25	90	Judy Ridley, Chatsworth, GA	J.D. Stacy Enterprises Ford	1:26.075	109.579 mph
26	73	Bill Schmitt, Redding, CA	Jim Schmitt Buick	1:26.473	109.075 mph
ROW 14					
27	70	J.D. McDuffie, Sanford, NC	J.D. McDuffie Pontiac	1:26.577	108.943 mph
28	66	Wesley D. Lee, Vista, CA	Lee's IronMetal/Lindsey Buick	1:27.141	108.238 mph
ROW 15					
29	47	Ron Bouchard, Fitchburg, MA	J.D. Stacy Enterprises Buick	1:27.237	108.119 mph
30	52	Jimmy Means, Forest City, NC	Broadway Motors Buick	1:27.315	108.023 mph
ROW 16					
31	6	Randy Becker, Highland, CA	Carolyn Ulrich Dodge	1:28.128	107.026 mph
32	67	Buddy Arrington, Martinsville, VA	Jim Hills Racing Dodge	1:28.323	106.790 mph
ROW 17					
33	48	D.K. Ulrich, Harrisburg, NE	Palatine Auto Parts Buick	1:28.334	106.777 mph
34	85	Mark Stahl, Chula Vista, CA	Mark Stahl Racing Prep. Ford	1:28.604	106.451 mph
ROW 18					
35	91	John Krebs, Rocklin, CA	C.M. Tibbitts Plastring Pontiac	1:28.624	106.427 mph
36	13	Don Fusharich, Garden Grove, CA	Lortz & Sons Buick	1:29.076	**

COMPUTERIZED GRID SHEET BY KENNEDY RACING SERVICES
COURTESY OF WINSTON CIGARETTES

*No Time. Fusharich (13) added to field under provisional starter rule which allows officials to add up to two cars, chosen either from the top 25 points leaders in Grand National or the top 10 in Winston West Grand National. Fusharich qualifies in the former.