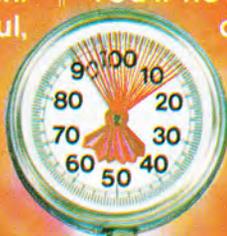


ALL PRO SUPER SERIES

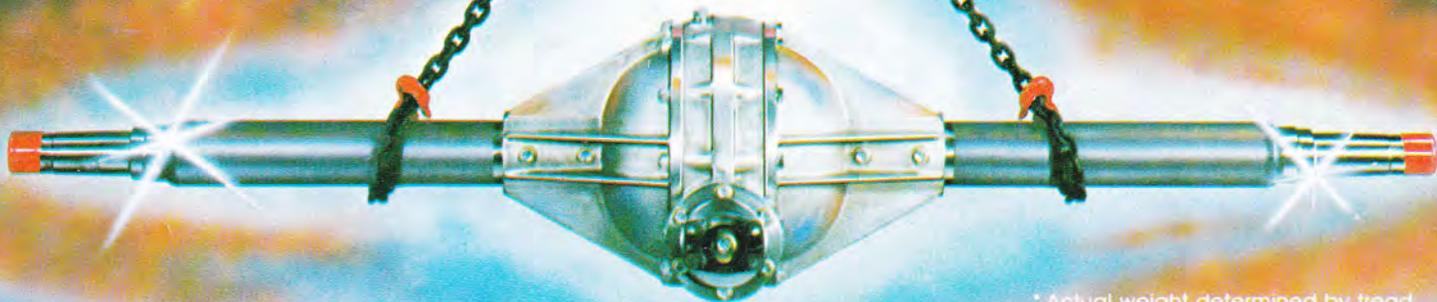


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This is the THIRD year of operation for the ALL PRO SUPER SERIES and I feel as though WE have brought short-track asphalt racing in the Southeast back into the prominence it once enjoyed some 10-15 years ago.

Most of you are well aware asphalt short-tracks in the South were dwindling fast until ALL PRO arrived on the scene paying out prize monies totaling \$25,000 to \$80,000 for our events.

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Thanks to YOU, THE FANS, and our MAJOR SPONSORS, we have been able to accomplish our ultimate goal.

The class of drivers you see here today can no longer afford to race for small purses with the investment each one has in his car, hauler, tires, fuel, motels, eats, insurance, etc. etc.....the list goes on and on.

THUS, the idea of HIGH-DOLLAR purses for short-tracks was initiated and the ALL PRO Racing Association was formed in 1980.

We shall continue our efforts to keep.....

"ALL PRO - THE SOUTH'S NO. 1 SHORT-TRACK ASPHALT CIRCUIT" THANKS TO EACH OF YOU FOR YOUR SUPPORT AND ATTENDANCE HERE TODAY.

Sincerely,

Bob Harmon
Bob Harmon, President
ALL PRO Racing Association



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Bob Harmon
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Lee Fields *Weekly—Saturday Nights
- Montgomery, AL. International Speedway (1/2 mile)
Bob Harmon, Jack Daniels, James Holland,
Bobby Smith
*Bi-Monthly ALL PRO \$10,000 Special Events
ALL PRO ONLY
- Nashville, TN. International Raceway (.596 miles)
Gary Baker
*Weekly—Saturday Nights PLUS Special
- New Smyrna Beach, FL. Speedway (1/2 mile)
Clyde Hart—Robert Hart
*Weekly—Saturday Nights (year round)
- Rocket Speedway—Dothan, AL. (3/8 mile)
Johnny Henderson
*Weekly—Saturday Nights

ON THE COVER

ALL PRO CHAMP RANDY COUCH (#12) leads BUTCH LINDLEY (#16). Both drivers finished 1-2 in 1981 Point Standings.



THE FLAGS

- GREEN – Start of Race – Clear Track-Go
 - YELLOW – Caution-Wreck or Danger on Track, Maintain Position-No Passing.
 - BLUE AND YELLOW – You are being lapped. Move to outside or inside-Yield Right-of-way.
 - RED – Emergency-Stop Immediately.
 - GREEN FLAG CROSSED WITH WHITE FLAG – Half way signal.
 - BLACK – Pull into pits for consultation.
 - WHITE – You are on your last lap.
 - CHECKERED – Winner. \$. . . \$. . . \$. . . \$. . . \$
- When the checkered flag is displayed, a race is officially over. When the checkered flag is given the leader the balance of the field receives the checkered flag in the same lap.



DANNY HALL



EDDIE GRAHAM



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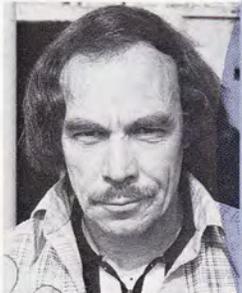
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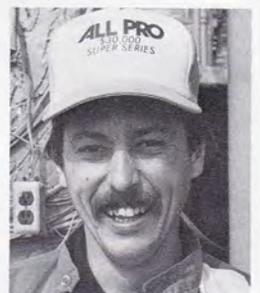
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1981 FINAL POINT STANDINGS...

How BIG is RACING?

SPECIAL & EXCLUSIVE TO ALL PRO RACING ASSN.



By Dr. Dick Berggren
Editor of Stock Car Racing Magazine

Worldwide, no sport comes close to auto racing in the ability to draw wide-eyed fans. In virtually every country, with the exception of the communist states where there's no fun at all, there is some form of racing.

In New Zealand, racing is so big that when they hold their annual championships in speedcar racing (midgets), one resident in every hundred in the whole country is there to cheer on the favorite and boo the villain.

South Africa, Latin America, Canada, England, Holland, Germany, France, Italy, and Japan all have forms of racing that are reminiscent of American stock car racing. In England, 20,000 seat grandstands fill to capacity to watch drivers push and shove their way around the fifth mile bullrings. American servicemen in Germany have developed an Americanized form of dirt track stock car racing using very inexpensive cars and lots of bumpers. The equipment isn't in the All-Pro league, but the drivers have a great time racing.

In the United States, television and newspapers talk about the balls: football, baseball and basketball. Not much is said about racing. But the truth of the matter is that auto racing has always drawn far more people to its stadiums than the ball sports. Racing simply doesn't interest the press as much as their would-be readers.

The ball sports tend to exist near major metropolitan areas and run a limited schedule. Auto racing involves much more activity than football. There are more racetracks than football in every state where the two exist. In the rest of the states, where there are not football stadiums, there are race tracks (with the exception of Rhode Island which has neither). Not every state has a football or basketball stadium or a professional hockey rink, but many have over a dozen speedways.

In fact, there are over one-thousand active race tracks in the United States, including those in Alaska and Hawaii (both places have'em). About 700 tracks run 25 shows a year. Some, like Ascot in California, run three and four nights a week while others, like Dover in Delaware, run only twice a year.

Racing in the US isn't just big, it's growing. Goodyear Tire and Rubber collects attendance figures and at the end of each year, they publish those figures. This year, they announced a 6% increase in race fan attendance over last year. It was the second consecutive year in which a major increase in interest was reported.

On the short track scene, clubs like the All-Pro League, ASA, and similar organizations are developing common rules which lower the cost of competition while at the same time these organizations are raising purses. The combination of having more money to run for at at less cost is increasing not only the quality of competition but the

number of race cars showing up for the events as well. All of it explodes the dimensions of the sport.

Although the All Pro League, and ASA are setting the pace nationwide as far as developing common lower cost rules, other traveling associations are also bringing in more people every year they operate. The World of Outlaws, a sprint car group operating out of Texas, for example, has completed only three seasons of racing and is putting its brand of racing on before sold out grandstands nationwide. Several groups that sanction midget, dirt car, and even super-modified racing are also seeing more cars, more people in the stands and better payoffs going to more drivers than ever before.

It's a big sport all right. But it is going to get bigger. The dollar value of sponsor support that racing brings is increasing every year. Look back through old racing publications. Most cars in the pictures weren't sponsored, almost no races were sponsored, and what little sponsorship existed was pretty small time, consisting of bars, restaurants and neighborhood stores. Now, however, giant corporations are fighting between each other to get in on the sponsorship bandwagon. More and more cars are receiving significant support.

That support has, to date, been focused on the Winston Cup circuit. But of all the short track circuits operating in the US today, few if any present as favorable an environment for sponsor support as the All-Pro circuit. The fact that the cars look so pretty, stay pretty, have tremendous fan appeal, and are very competitive helps. But the professional manner in which the races are run by the race officials, the tremendous promotional effort put in by Bob Harmon and his associates, assures sponsors that their message will be seen.

Big things take some time before they become noticed. Already, even though the All-Pro League is in its infancy, big time dollars are watching and it'll not be long, if my guess is right, before a significant percentage of the field in all the All-Pro races wear the logo of financial sponsorship.

Auto racing is growing in the USA. Under the guidance of people like Bob Harmon, that growth will almost certainly continue uninterrupted. Expect that the All-Pro circuit will contribute in a significant way to the crowd figures that will show the sport to have been bigger in 1982 than it was in 1981.

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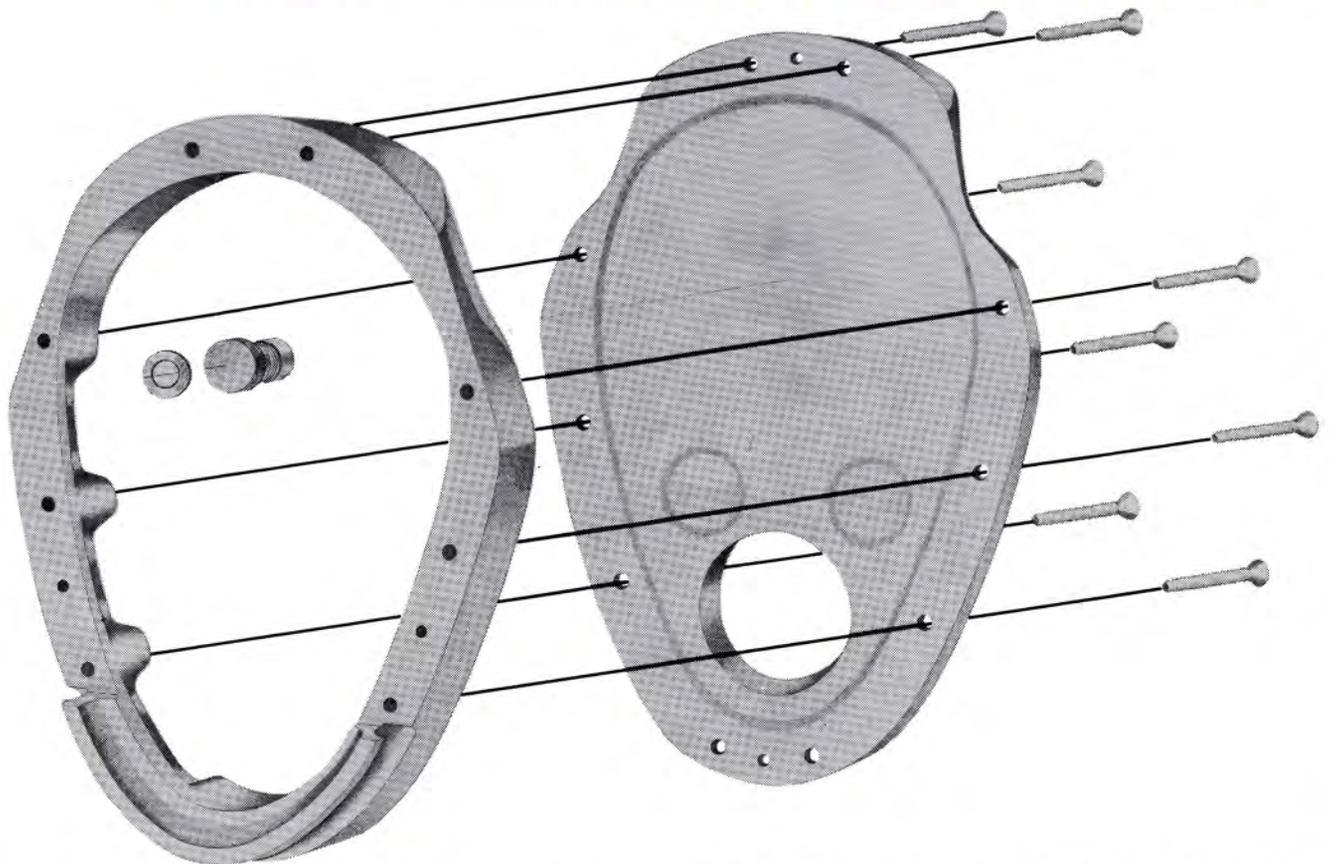
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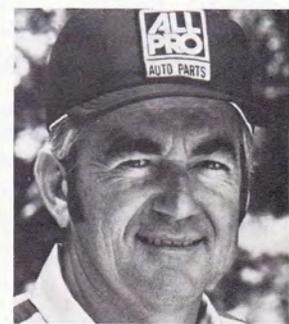
Dick Trickle



Neil Bonnett



Rusty Wallace



Bobby Allison



Harold Lemley



Dennie Rewis



Darrell Waltrip



Henry Brooks



Donnie Allison



David Pearson



Bob Senneker



"Red" Farmer



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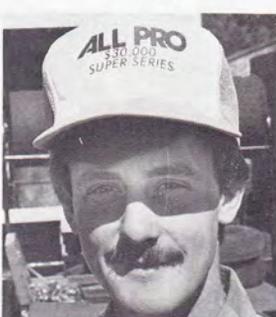
Darryl Sage



Freddy Fryar



Mike Harmon



Mike Alexander



Alan Kulwicki

SCENES FROM AROUND THE TRACKS ...

(1) All-American 400 winner Butch Lindley presented trophy from Nashville owner Gary Baker ... Harmon thinking of ways for Lindley to spend 15 Grand.

(2) David Pearson leads All-American 400 at Nashville.

(3) David Rogers, winner of Crane Cams 200 at New Smyrna.

(4) Freddy Fryar receives awards from Larry Puckett, at Larry Puckett chevrolet 200, Fryar drove the 1982 Dillon-Camaro in it's first appearance.

(5) The original "GEORGIA GANG" - McGinnis, Sanders, Ridley and Couch.

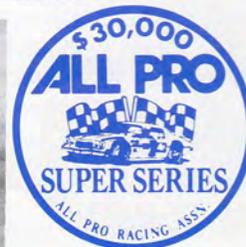
(6) "Jet Race Car". No, Bob Sennaker left pits with gas can still pumping in Cam 2.

(7) Young Davey Allison and young Robin McCall share thoughts about racing at recent ALL PRO event.

(8) Eventual winner Butch Lindley leads field around at Nashville in All-American 400. Butch pocketed \$15,000 for win ... not bad to beat out 92 of the nation's top drivers.

(9) Phillip Grissom (31), Dick Trickle (99) and eventual winner Freddy Fryar (11) first race of '82 at Montgomery.

(10) Henry Brook prepares for action.



All Pro Driver Profiles

RANDY COUCH — Home: Stone Mountain, GA. Married, Wife's name Becky; 3 children. Car #12. The 1981 All Pro National Champion was a 3 time winner on his way to the title and was one of only two drivers scoring back-to-back wins. He competed in all 29 races on the '81 schedule and by doing so was the only driver never to miss an All Pro event.

BUTCH LINDSAY — Home: Greenville, SC. Married, Wife's name Joan; 2 children. Car #16. The winningest driver in All Pro for 1981 snared 5 victories including the prestigious "All American 400" at Nashville, TN. on Nov. 1. Butch and Randy Couch share the distinction of being the only drivers scoring back-to-back wins in '81. Finished second in the '81 All Pro points championship.

PHILLIP GRISSOM — Home: Gadsden, AL. Singles. Car #31. Phillip is the older half (age 21) of the Grissom racing team and was the second most frequent competitor in All Pro events in '81 (21 events). His best finish was 2nd (2) but he plans to improve that in '82. Phillip also plans to compete in some selected Grand National races in 1982. Finished third in the '81 points race.

STEVE GRISSOM — Home: Gadsden, AL. Single. Car #32. The younger half (age 18) of the Grissom racing team was also a All Pro competitor in '81 (18 events) and wound up 4th in the overall points standings. His best finish in '81 was 4th but he plans to improve that in 1982.

JODY RIDLEY — Home: Chatsworth, GA. Married, 2 children. Car #98. One of the winningest drivers in "short track" racing, Jody has primarily devoted his racing to the Grand National tour but when his schedule permits, he is also a regular in All Pro. In '81 he visited victory lane 3 times out of 16 starts. Jody plans to compete on the '82 All Pro tour when his GN schedule permits.

DAVEY ALLISON — Home: Hueytown, AL. Single. Car #23. The name Allison is synonymous with stock car racing and Davey is living up to it very well. The 21 year old youngster is following in his father Bobby and uncle Donnie's footsteps running on the "short tracks" of the south. He competed in 18 All Pro events in '81 and his best finish was a 4th. He definitely will be a candidate for the winner's circle in 1982.

RONNIE SANDERS — Home: Fayetteville, GA. Married, Wife's name Bobbie; 2 children. Car #18. Ronnie was a frequent competitor on the All Pro tour in 1981 and visited victory lane twice. His plans for '82 include All Pro events and some selected Grand National events. He finished 7th in the overall 1981 point standings.

DON SPROUSE — Home: Greenville, SC. Married, Wife's name Judy; Car #7. Don competed in 14 All Pro races in '81 and his best finish was third (2). His steady driving style consistent high finishes enable him to finish 8th in the overall '81 point standings. His average finishing position (7.57 for '81 is one of the best of the '81 All Pro regulars.

TAD MERRIMAN — Home: College Park, GA. Married. Car #4. Tad was a regular competitor with All Pro during the '81 season competing in 15 races. His best finish of '81 was 3rd but his consistent top 10 finishes led to his 9th place finish in the overall point standings.

JERRY LAWLEY — Home: Catonment, FL. Car #4. Finished 10th in the overall '81 point standings. Best finish in '81—2nd, ran 10 races.

GENE MORGAN — Home: Traveler's Rest, SC. Single. Car #22. Gene ran a total of 14 All Pro events in '81 and visited the winner's circle at the "Goodyear 200" at Macon, Georgia. A constant hard charger and a likely candidate to visit victory lane again in '82.

DEAN BENTLEY — Home: Huntsville, AL. Married, Wife's name Kay. Car #14. Ran in 12 All Pro events in '81 and his best finish was 2nd. 12th in final points.

SCOTTY LOVELADY — Home: Hartselle, AL. car #19. Competed in 14 races in '81 and his best finish was 8th. 13th in final points.

DICK ANDERSON — Home: Wildwood, FL. Married. Car #92. Dick is known as the "king" of short track racing in Florida where he is almost un-beatable. He competed in 13 All Pro events when he was not running his own speedway in Inverness, FL and he visited victory lane at West Palm Beach, in December of '81. Always a likely prospect to win at any track.

ALAN WEST — Home: Roswell, GA. Married. Car #75. Competed in 15 races in '81. Best finish 7th. 15th in overall point standings in '81.

BILLY MCGINNIS — Home: Alpharetta, GA. Car #11. Billy competed in 13 All Pro events in '81 and would up in victory lane twice. He's a constant front runner and likely to be a repeat winner in '82.

SIDNEY MINTON — Home: Memphis, TN. Married, Wife's name Dianne. Car #69. Competed in 12 All Pro events in '81. Best finish 9th. 17th in final overall points.

WAYNE NIEDECKEN, JR. — Home: Pensacola, FL. Married, Wife's name Pat. Car #98. Junior is from a racing family as his father Wayne Sr. has been racing for over 20 years. He competed in 10 All Pro events in '81 and his best finish was 2nd. He was making one of his best showings during the "Wix Filters 200" in Montgomery where he was leading the race but, with only 5 laps to go a tire blew out which prevented him from scoring his first ever major win. Look for Junior to visit victory lane in '82.

ROBIN MCCALL — Home: San Antonio, TX. Single. Car #11. This attractive 18 year old lady took on the All Pro Series about mid-season in '81 and made all of the "good ol' boys" stand up and take notice. She was only able to make 9 starts but still managed to finished 20th in the overall point standings. Her best finish was 4th last year, but you can look for a lot more from this little lady in a hurry.

DICK TRICKLE — Home: Wisconsin Rapids, WI. Married, Wife's name Darlene. Car #99. The "White Knight" is probably the winningest race driver in America and he demonstrated this when he competed with All Pro. Out of 9 starts he won 3 times and his worst finish was 12th to give him an average finish of 3.11. Dick plans to run some selected All Pro events in 1982.

RON McCREARY — Home: Orlando, FL. Car #93. Competed in 10 All Pro events in '81 and his best finish was 6th (2). 23rd in overall points.

RUSTY WALLACE — Home: Valley Park, MO. Single. Car #4 or 66. Rusty is one of the rising young stars of auto racing. He has raced from the dirt tracks of Missouri to the high banks of Talladega with much success. He competed in 7 All Pro events in '81 and his best finish was 2nd (2) but you can look for that to change in '82.

KASPER MILES — Home: Birmingham, AL. Car #15. Competed in 9 All Pro events in '81 and his best finished was 2nd. 24th in overall points.

FREDDY FRYAR — Home: Beaumont, TX. Married, Wife's name Rose. Car #14. Freddy made the long trip from Beaumont 8 times to compete with All Pro in '81 and wound up in the winners circle at Jackson, MS. A top competitor anywhere so look for him to visit victory lane again in '82.

DAVID ROGERS — Home: Orlando, FL. Car #11. David surprised the travelling All Pro regulars last July at New Smyrna by winning the "Crane Cams 200." Most of his racing has been in and around central Florida but in '82, he plans to compete on the All Pro tour more frequently.

BOB SENNEKER — Home: Dorr, MI. Married. Car #84. The winningest driver in the American Speedway Association's history sometimes makes the long trek south to run All Pro and when he does, he means business. The first time he came down, he took home the winner's share of the purse in the "Hardee's 200" at Birmingham. He plans to invade the south again in '82.

DARRELL WALTRIP — Home: Franklin, TN. Married, Wife's name "Stevie." Car #11. The 1981 Grand National Champion is

no stranger to the short tracks. He competed on the All Pro tour when his GN schedule permitted and he co-drove to a victory at W. Palm Beach in '81. His plans for '82 include some All Pro events.

DAVID PEARSON — Home: Spartanburg, SC. Married. Car #21. The three time Grand National Champion is a frequent competitor on the All Pro circuit. The "Silver Fox" co-drove with Bobby Alexander to win the very first All Pro event at Montgomery, AL in September of 1980. He and his son Larry plan to be regular competitors on the '82 All Pro tour.

BOBBY ALLISON — Home: Hueytown, AL. Married, Wife's name Judy. Car #88. The leader of the "Alabama Gang" is a frequent competitor on the All Pro tour but more often you'll find him with a wrench in his hand working on son Davey's car. When his Grand National schedule permits, Bobby plans to run with All Pro.

DONNIE ALLISON — Home: Hueytown, AL. Married, Wife's name Pat. Car #1. Donnie's racing career took a severe set back in May of '81 when he was seriously injured in an accident at the "World 600" in Charlotte. His recovery road was long and hard but Donnie is now back up to 100%. Look for Donnie Allison to return to the All Pro winner's circle in 1982.

Composite records for ALL PRO drivers towards 1981 PRO championship.

Randy Couch 1sts-3; 2nds-1; 3rd-2; 4ths-2; 5ths-3; 7ths-2; 8ths-1;
11ths-1; 18th-1; 16th-1; 17ths-1; 19ths-1; 20ths-2; 23ths-1;
24ths-2;

26ths-1; 27ths-3; 28ths-1; 29 races

Butch Lindley 1sts-5; 2nds-3; 3rd-1; 4ths-1; 7ths-1; 18ths-1; 22nds-2;
29ths-1; 15 races.

Phillip Grissom 2nds-2; 3rd-1; 4ths-1; 6ths-1; 7ths-3; 8ths-2; 10ths-2;
12ths-1; 16ths-2; 20ths-1; 22nds-1; 28ths-1; 29ths-1; 30ths-1; 21
races.

Steve Grissom 3rds-1; 4ths-2; 5ths-2; 6ths-1; 7ths-2; 12ths-1; 13ths-1;
14ths-1; 15ths-1; 16ths-1; 18ths-1; 21sts-1; 25ths-1; 28ths-1;
31sts-1; 18 races

Jody Ridley 1sts-3; 2nds-1; 3ths-2; 4ths-2; 9ths-1; 13ths-1; 14ths-1;
15ths-2; 18ths-1; 21sts-1; 22nds-1; 16 races.

Davey Allison 4ths-1; 5ths-2; 8ths-1; 9ths-1; 10ths-1; 19th 13ths-1;
15ths-1; 7th-1; 16ths-3; 19ths-1; 20ths-1; 23rds-1; 18 races.

Ronnie Sanders 1sts-2; 2nds-2; 4ths-1; 6ths-2; 12ths-1; 15ths-2;
19ths-2; 20ths-1; 22nds-1; 25ths-1; 29ths-1; 15 races.

Don Sprouse 3rds-1; 4ths-2; 5ths-1; 6ths-1; 8ths-1; 10ths-1; 15ths-2;
18ths-1; races 14.

Tad Merriman 3rds-1; 5ths-1; 6ths-1; 8ths-2; 13ths-3; 15ths-1; 21sts-1;
22nds-1; 25ths-1; 29ths-1; 15 races.

Jerry Lawley 2nds-1; 3rds-2; 4ths-1; 5ths-1; 7ths-1; 8ths-1; 9ths-1;
12ths-1; 22nds-1; 10 races.

Ken Price 7ths-1; 9ths-1; 10ths-1; 11ths-1; 12ths-1; 13ths-2; 15ths-1;
16ths-1; 17ths-2; 18ths-1; 20ths-1; 22nds-1; 27ths-1; 14 races.

Gene Morgan 1sts-1; 3rds-1; 4ths-1; 6ths-1; 7ths-1; 13ths-2; 14ths-1;
16ths-1; 10ths-1; 18ths-1; 17ths-2; 22nd-1; races 14.

Dean Bentley 2nds-1; 4ths-1; 8ths-2; 10ths-1; 12ths-1; 15ths-1;
16ths-1; 18ths-1; 26ths-2; 30ths-1; 12 races.

Scotty Lovelady 8ths-1; 9ths-1; 10ths-1; 11ths-1; 16ths-2; 17ths-2;
18ths-1; 19ths-1; 20ths-1; 22nds-1; 23rd-1; 26ths-1; 14 races.

Dick Anderson 1sts-1; 2nds-3; 5ths-3; 6ths-1; 12ths-1; 17ths-1;
19ths-1; 21sts-1; 22nds-1; 13 races.

Alan West 7ths-1; 8ths-1; 10ths-1; 11ths-3; 14ths-2; 15ths-1; 16ths-2;
22nds-1; 23rds-2; 24ths-1; 15 races.

Billy McGinnis 1sts-2; 3rds-1; 5ths-1; 9ths-2; 18ths-2; 19ths-1; 25ths-1;
26ths-1; 28ths-1; 13 races.

Sidney Minton 9ths-1; 11ths-2; 12ths-1; 13ths-1; 14ths-1; 15ths-2;
16ths-1; 21sts-2; 28ths-1; 12 races.

Jr. Niedecken 2nds-1; 4ths-1; 6ths-1; 9ths-1; 12ths-1; 18ths-2; 19ths-1;
23rds-1; 25ths-1; 10 races.

Robin McCall 4ths-2; 9ths-1; 12ths-1; 14ths-1; 19ths-1; 21sts-1;
25ths-1; 40ths-1; 9 races.

Dick Trickle 1sts-3; 2nds-3; 3rds-1; 4ths-1; 12ths-1; 9 races.

Rusty Wallace 2nds-2; 3rds-2; 14ths-1; 17ths-1; 28ths-1; 7 races.

Ron McCreary 6ths-2; 7ths-2; 9ths-1; 10ths-1; 19ths-1; 24ths-1;
26ths-1; 27ths-1; 10 races.

Kasper Miles 2nds-1; 6ths-3; 11ths-1; 21sts-1; 30ths-1; 32nds-1;
33rds-1; 9 races.

Freddy Fryar 1sts-1; 3rds-1; 4ths-1; 14ths-1; 19ths-1; 20ths-1; 21sts-1;
24ths-1; 8 races.

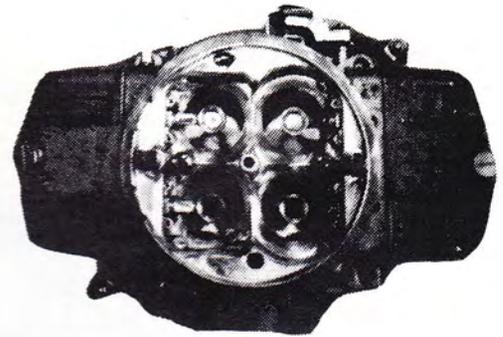
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1	Donnie Allison, Hueytown, AL	Allison Racing Team	Camaro
1	Mickey Gibbs, Henager, AL	Gibbs Racing Team	Camaro
2	Ron McCreary, Orlando, FL	McCreary Racing	Camaro
2	Mike Laws, Orlando, FL	Wheels & Deals Racing	Camaro
4	Jerry Lawley, Pensacola, FL	Casio Concrete/104 Octane Boost	Camaro
4	Tom Harrington, Loveland, OH	B.F.I./Mack Truck Team	Camaro
4	Tad Merriman, Stone Mtn., GA	Merriman Racing	Camaro
6	Joey Myers, Jackson, MS	Parvino Bros. Race Team	Camaro
7	Waymond Stricklin, Jr., Pelham, AL	Giant Auto Parts Team	Camaro
7	Ricci Ware, Jr., San Antonio, TX	BFI/Handy Dan Team	Camaro
7	Don Sprouse, Greenville, S. C.	Best Tree Farms	Camaro
7	Jeff Morgan, Montgomery, AL	Morgan Racing	Camaro
11	Robin McCall, San Antonio, TX	McCall Racing	Camaro
11	Darrell Waltrip, Franklin, TN	Mountain Dew Racing Team	Firebird
11	Jack Ingram, Asheville, N. C.	Oak Stove Race Team	Camaro
11	Billy McGinnis, Alpharetta, GA	National Pride Car Wash	Camaro
12	Bobby Allison, Hueytown, AL	Bobby Allison Racing	Camaro
12	Randy Couch, Stone Mtn., GA	Ranbeck Enterprises	Camaro
12	Buddy Broome, Chattanooga, TN	Broome Racing	Camaro
12	Al Kuhn, Hollywood, FL	Kuhn Racing	Camaro
14	Sterling Marlin, Columbia, TN	Marlin Racing Team	Camaro
14	Freddy Fryar, Beaumont, TX	Fryar Racing Team	Camaro
14	Dean Bentley, Huntsville, AL	Bentley Racing Team	Camaro
14	Rusty Wallace, Valley Park, MO	Southland Fire Equipment Co.	Camaro
14	Tommy Evans, Eclectic, AL	B. S. Racing	Camaro
15	Kasper Miles, Birmingham, AL	Palmer Racing Team	Camaro
15	Harlan Beene, Jr., Bossier City, LA	Beene Racing Team	Camaro
16	Butch Lindley, Greenville, S. C.	Lindley Racing	Camaro
16	Jerry Sisco, Goodlettsville, TN	Sisco Racing Team	Camaro
16	Russell Nelson, Buford, GA	Almond Racing	Camaro
17	Jim Raptis, Marietta, GA	Engine Research	Camaro
18	Ronnie Sanders, Fayetteville, GA	Sanders Racing Team	Camaro
19	Scotty Lovelady, Hartselle, AL	Lovelady Racing Team	Camaro
19	Darryl Sage, Nashville, TN	Sage Racing Team	Camaro
21	Neil Bonnett, Hueytown, AL	Warner Hodgdon/National Engineering	Mustang
21	David Pearson, Spartanburg, S. C.	Hunt Racing Team	Camaro
21	Wayne Carden, Nashville, TN	Carden Racing	Camaro
22	Gene Morgan, Greenville, S. C.	BT's Lounge Racing	Camaro
23	Davey Allison, Hueytown, AL	Simms Bros. Const. Team	Camaro
24	Mike Harmon, Mulga, AL	Bush Racing Team	Camaro
26	Dennie Rewis, Montgomery, AL	Rewis Racing	Camaro
27	Roger Tanner, Decatur, GA	Tanner Racing Team	Camaro
31	Phillip Grissom, Gadsden, AL	Grissom Racing	Camaro
32	Steve Grissom, Gadsden, AL	Grissom Racing	Camaro
41	Grant Adcox, Chattanooga, TN	Adcox-Kirby Chevrolet	Camaro
41	Tommy Evans, Montgomery, AL	B. G. Smith Racing	Camaro
42	Clifford Brown, Mableton, GA	Brown Racing	Camaro
43	Roger Keller, Gretna, LA	Roy Supply Race Team	Camaro
46	Rat Lane, Pensacola, FL	Eddie's Auto Parts Team	Camaro
46	Dave Levandoske, Harahan, LA	Levandoske Racing	Camaro
49	Carl Williford, Crestview, FL	Williford Racing	Camaro
50	Bruce Hill, Union City, GA	Global Racing Team	Camaro
52	Alton Jones, Pleasant Grove, AL	Parrish Race Team	Camaro
54	Duke Monroe, Birmingham, AL	Monroe Racing	Camaro
62	Rick Wilson, Bartow, FL	Wilson Const. Race Team	Camaro
66	Henry Brook, Bessemer, AL	Jim McGill Chevrolet	Camaro
66	Lake Speed, Jackson, MS	Speed Racing Team	Camaro
69	Sidney Minton, Memphis, TN	Minton Racing Team	Camaro
71	Gary Adams, Nashville, TN	Limousines Unlimited	Camaro
72	Junior Hanley, Oakville, Ont. Canada	Hanley Racing	Camaro
72	John Santo, Orlando, FL	Santo Racing	Camaro
75	Alan West, Roswell, GA	West Racing Team	Camaro
77	Phillip Holland, Arlton, AL	Holland Racing	Camaro
80	Harry Deaton, Santuck, AL	Moseley Racing Team	Camaro
84	Bob Senneker, Dorr, MI	Senneker Racing Team	Camaro
88	Mike Eddy, Midland, MI	Moening Bros. Race Team	Camaro
91	Donald Watson, Baton Rouge, LA	Watson Racing Team	Camaro
92	Dick Anderson, Ft. Lauderdale, FL	Bandit Racing	Camaro
94	Stanley Smith, Birmingham, AL	American Raceway Leasing	Camaro
96	Jack Cook, Holly Hill, FL	Casco Racing Team	Camaro
96	Greg Davidson, San Antonio, TX	Davidson Racing	Camaro
97	Alan Kulwicki, Milwaukee, WI	WLPX Radio 97	Camaro
97	Red Farmer, Hueytown, AL	Long-Lewis Ford Team	Mustang
98	Jody Ridley, Chatsworth, GA	Cumberland Mills Race Team	Camaro
98	Junior Niedecken, Pensacola, FL	Niedecken Racing	Camaro
98	Harold Lemley, Huntsville, AL	Lemley Racing	Firebird
99	Dick Trickle, Wisc. Rapids, WI	Superamerica Race Team	Camaro

(1) Pole-sitter Rusty Wallace receives fast qualifier award from Larry Puckett at ALL PRO Larry Puckett Chevrolet 200.

(2) Dick Anderson (92) and Robin McCall (11) battle the high banks of Nashville at All-American 400.

(3) Harold Lemley getting 'er slideways.

(4) Rat Lane prepares the Eddie's Auto Parts Camaro for more fast action.

(5) Look out Floks . . . Here come de BULL!

(6) Joe Shear, winner of World's RICHEST 100-lap asphalt race at New Smyrna Speedway - the ALL PRO "Strawberry 100"

(7) Would you believe? - Young 16-year-old Darryl Sage went on to finish 11th after setting "on the pole" (light pole) at first Montgomery race.

(8) ALL PRO star Butch Lindley with friend J. W. Hunt . . .

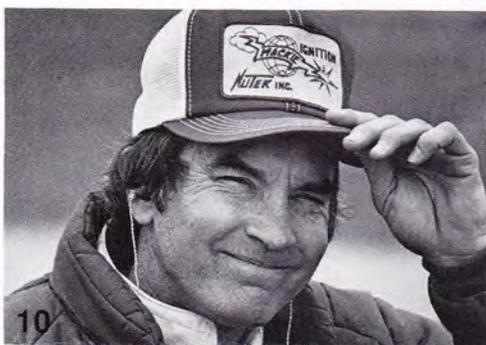
(9) ASA Champ Mike Eddy after ALL PRO win at St. Pete (Sunshine Speedway).



(10) All-time favorite Freddy Fryar and winner of first 1982 ALL PRO race at Montgomery sporting Nutek-Mackie FIREPOWER Ignition cap.

(11) Who sez brothers don't stick together . . . Phillip and Steve Grissom prepare for Montgomery opener.

(12) Gene Morgan receives checkered flag from Dan Spence.



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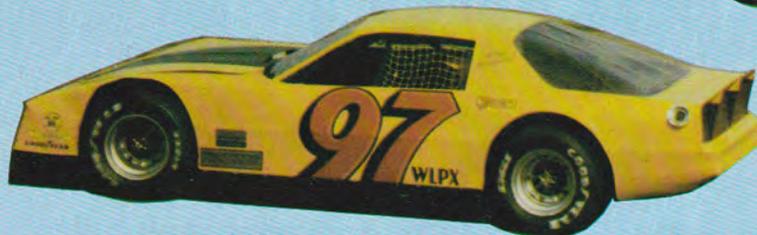
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RANDY COUCH



1981 ALL PRO CHAMPION

“GONNA BE A RACER”

By HUGH SIMPLER

It was February 14, 1960. Junior Johnson was on his way to winning the second annual “Daytona 500”. In the massive grandstands there were many father-son duos with their eyes glued to the high banks as Johnson, “Fireball” Roberts, Bobby Johns, Lee and Richard Petty, and a host of other racing legends braved the 150 mph plus speeds, but this story is centered around only one of those duos, for it was on this day that 10 year old Randy Couch looked up to his dad and said, “I’m gonna be like them, I’m gonna be a racer.”

This came as no real surprise to Riley Couch because ever since Randy had been “knee-high to a grasshopper”, the pair had religiously been in attendance at every possible place where people gathered to race cars within a reasonable distance of their central Florida home, and this would continue through out Randy’s adolescent years.

By 1969, the Couchs had relocated to middle Georgia and Randy was attending college during the week, with the week ends held in reserve for racing. After school Randy was working part time at his buddy Gene Mullinax’s service station and it was here that he took his first step toward becoming a racer.

One Sunday morning, Randy and Gene were reading the Atlanta newspaper and they saw a classified ad which read, RACE CAR FOR SALE - 1300.00 FIRM. It was like a rocket had been lit under both of them. They counted up their immediate resources and found that they had just enough between them for the “race car”, be that as it may, so they closed up shop and went after the car that very day.

The new race team devoted every spare hour to preparation of the car for their first outing which would be the up coming Saturday night at nearby Rome, Ga. Speedway. With Gene as the “chauffeur” and Randy the “wrench”, they set out for Rome, ready to race . . . they thought. Couch recalls, “Gene had just taken the car out on the track and was just easing his way around when the motor just blew up! I mean it really blew up, sounded like a bomb goin’ off.”

During the next week the entire engine had to be replaced mainly because, as Couch says, “There wasn’t a big enough piece of the old one to find, much less repair.” With that job completed, they were ready for their second outing, but this time, the results were a little different.

The car survived the slow warm up period but, the real test was yet to come. Couch remembers, “The flagman waved the green for hot laps and Gene made about 3 laps before he pulled in. You should have seen the look on his face, he looked like he had seen Satan himself. We held a quick ‘board meeting’, and I was elected to take over the driving.”

The racing ‘bug’ took a firm hold on Randy that night. When he sat down in that race car, his words of Feb. 14, 1960 came back to him. He was ‘gonna be a racer’.

Stock car racing was ‘hot and heavy’ around Atlanta during the early and mid 1970’s so Randy satisfied his racing habit every weekend without having to go very far from home but by 1978, a lot of things had changed in his racing, as well as his life in general. He had started a family, was running his own service station and towing business, and was racing late models on asphalt under the sponsorship of Ranbeck Enterprises. Randy says, “What Ranbeck Enterprises really meant was that we (his wife Becky “Ran-Beck”) had, and still have a lot of help from the folks and a lot of friends.”

The biggest change in ‘78 though was that Randy was having to

travel to do his racing. A lot of Georgia asphalt tracks had begun either closing down completely or converting to dirt for one reason or another so Randy and several other Georgia drivers were going to Alabama to race on pavement. Jody Ridley, Ronnie Sanders, Billy McGinnis and Randy were racing regularly at Montgomery, Huntsville, Birmingham etc., and were doing quite well, but, there was something that was really beginning to bother Randy. He was the only one of this travelling quartet that seemed to be “snakebit”. He couldn’t win a feature. He had been close but, close only counts in horse shoes and atom bombs, and this was getting next to him.

“It seemed like every time I was runnin’ real good, and felt like I could win, Ronnie (Sanders) would always manage to beat me. There must’ve been a spell or something, I was always runnin’ second to Ronnie.” Couch noted. That would soon change.

Randy finally won his first pavement feature early in the 1980 season at Montgomery, but, the thrill of the victory was not quite as good as it should have been, at least not to Randy. On that particular Saturday night, Ronnie Sanders had not made the regular weekly trip to Montgomery, so Randy still felt that Sanders had a spell on him.

Two weeks after the first win Randy scored another one, and this time it was special because at the wheel of the car that crossed the finish line behind Randy was one Ronnie Sanders. It was as if the sword of Damocles had been removed. Randy had finally beat his pal Ronnie, and the ‘spell’ was broken. His whole attitude changed because, as Randy said, “Winning is fun!” so he wanted more. He won 11 features that year at Montgomery as well as the track championship, but 1980 and Montgomery Alabama was only the beginning for Randy Couch.

In September of ‘80 Bob Harmon tried his ‘noble experiment’ which was to become the All Pro series. The entry list for this ‘extravaganza’ looked like the ‘Who’s Who’ of auto racing. Allison, Pearson, Bonnett, Fryar, Balough, Alexander, and ‘local favorite’ Randy Couch were all taking a shot at Harmon’s “Big Bucks”. When the checkered flag waved on the All Pro 200, it was David Pearson and Bobby Alexander who split the \$5000 plus first place money after Pearson had driven the Alexander car in relief to the win. Randy Couch? Well, obviously he didn’t win, but he didn’t do bad. He ran with the leaders all night until a costly pit stop put him a couple of laps down and he still managed to finish in the top ten.

Couch felt satisfied that he could run with the “super stars” so he decided to give the All Pro tour a go. “I talked it over with my dad and we set out to put a team together like Gene and I did a few years back. He owned the car and said he would go along and help when he could. Mom and Becky said they would go along, mainly I think to keep me and dad in line, and we hired John Dingler, whose brother Gary builds the motors, to be the crew chief, and Doug Rutherford to help in the pits, and we hit the road.” Randy recalls.

On the road it was as the All Pro tour covered a lot of ground. From the hills of North Carolina to the sunny (and sometimes not so sunny) sands of Florida the tour went, and every time the pit gate opened for an All Pro race, Randy and the Ranbeck crew were there. The team worked hard and Randy drove hard notching consistent top five and top ten finishes which placed him high in the All Pro point standings. “We needed to stay high in the points,” Randy adds, “because All Pro had this Top 30 deal where the high point drivers were guaranteed a certain amount of money for each race, and this

(continued on page 29)

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DON-You Can't Do It!!

By Darryal Ray
Alabama Journal, Sports Editor

The surest way to get Don Sprouse to do something is to tell him not to do it.

That's the way it's been all his life.

Doctors told his mother he would never live to see his fourth birthday. He's 41 now.

Then, they said he would never walk.

Last year, he drove a race car in the Daytona 500 and finished 20th.

"Jody Ridley says my mind is not quick enough for these fast cars, and Butch Lindley says I ought to quit racing," said Sprouse, a regular competitor on the All Pro Super Series and a member of the circuit's "Winner's Circle" program.

"I don't know if they're being serious or if they're worried."

"It doesn't interest me in what other people say," he added. "They can believe what they want to. If I do, I do. If I can't, I can't. But I'm the one who is going to make the decision."

He is not a rebel, but if competitiveness means stubbornness, then Sprouse is as obstinate as a lazy mule.

When it looked as if he would not arrive in time for the 1982 All Pro opener at Montgomery International Speedway March 27, Sprouse and crew pulled up with a flashy, new 1982 Camaro in tow and an hour and a half to spare.

"Some said we couldn't make it," said Sprouse, who resides in Greenville, S. C. "We had to go all the way up to North Liberty, Ind., to pick up my car, and then turn around and head back south all the way to Montgomery."

Once again, Sprouse had beaten the odds.

Stricken by polio at age three, Sprouse was left paralyzed from waist down. Doctors, who would not hear of Dr. Jonas Salk's vaccine for 12 more years, said he would not live.

"That was when polio was real bad," Sprouse recounted. "In '41 — the year I was born — and around in '43, it was a terror. It took a lot of people out".

"My mama and daddy brought me to Shriners' Children's Hospital in Greenville and I stayed there for a full year. All I really remember about it was the treatment.

"They'd take steel wool and soak it in hot water, and then wrap it around my legs for 12 hours a day. There was no pain to it. It was just aggravating."

"The doctors predicted I would never walk again, but with treatment and by just keeping on trying, I finally got going again."

Sprouse learned to walk again, but weakened by the paralysis, he found it difficult to keep up with other youngsters his age. Some told him he couldn't play football, but he did just the same.

"I wasn't any good at it," he said and laughed, "but I was on the team, and I even played in a few games. All it (his childhood paralysis) meant was that it took me an extra 30 minutes to get my 10 laps in."

"I've always been competitive," he continued, "Whether it was a go-kart or a coaster wagon, I always liked competing. I used to work on cars and build them. It helped build my legs up. I still walk with a limp, but for the most part, I'm pretty well recovered."

Sprouse's competitiveness was never more evident than in 1976, the first year he began racing.

"It was about three or four weeks before the Greenville-Pickens Speedway opened its regular season," he said, "I went up to Harris Speedway in North Carolina, and I couldn't hardly get anybody to go with me. I didn't know anything about racing, but I had a new car, and nobody wanted to go with me."

"I went out and took the lead on the 50th lap and I won the race. I won about 15 more races that season."

Sprouse also went on to win the track and state late-model sportsman championships that season at Greenville-Pickens Speedway. In recognition of that achievement, Sprouse's name was painted on the track walls alongside those of Ralph Earnhardt, David Pearson and other such racing notables who had won there.

By the 1979-80 season, Sprouse achieved what many short-track drivers can only dream about — getting a Grand National ride.

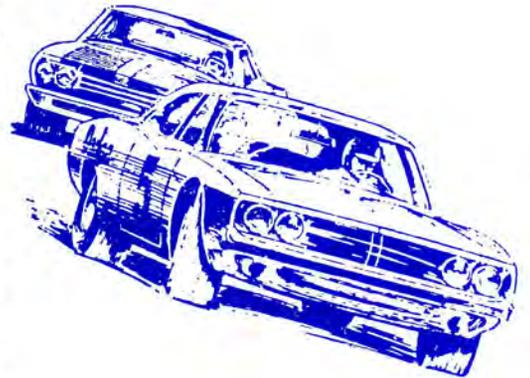
Teaming with car owner Bob Rogers, another polio victim, he raced in four NASCAR events but finished no better than 14th at Nashville.

He donated his winnings that season to Shriners' Hospital. "It wasn't much," he says apologetically, "but you couldn't begin to put a price on what those people did for me. I'm super lucky just to be walking."

He started with Rogers again in 1981, qualifying 39th and finishing 20th in the Daytona 500 but was soon replaced behind the wheel.

"It was just a bad situation," he explained. "You can't start out with everybody green. He (Rogers) was new at it, and I was new at it."

"They felt they could do better with another driver. They have five now — Neil Bonnet, Tom Sneva, Butch Lindley, Mark Martin and Tim Richmond."



"There was no bitterness. I didn't assert my position on him. He felt he could do better with someone else with more experience, and I wasn't going to stand in his way."

Some might say Don Sprouse gave up that day — that he didn't fight back.

But don't doubt this man. He doesn't give up easily.

Consider the time when the Greenville City Council refused to put his wrecker service on the town's "duty roster." Sprouse took it to court.

In the meantime, he fought back by running for U.S. congress.

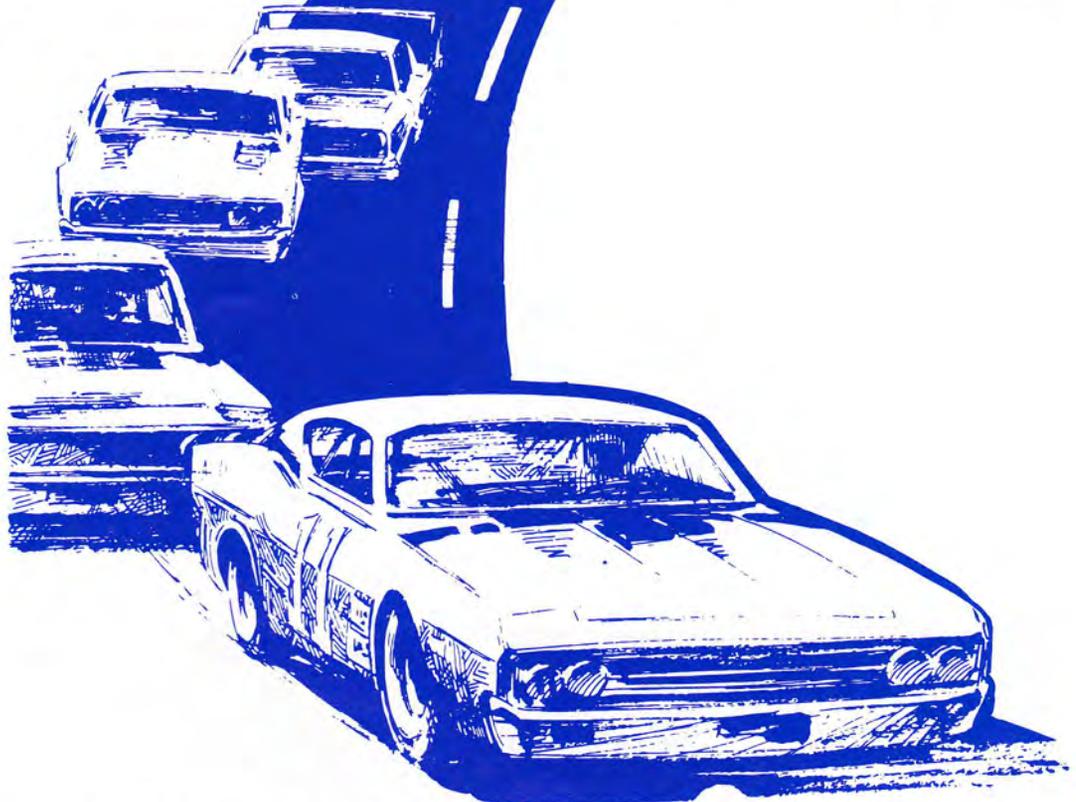
"Was I serious?" he says when asked about his candidacy. "Well, I got 24,000 names on the petition. So, I guess that many people thought I was serious."

"I lost the race, but at least I got some things out in the open. I had my say."

The City of Greenville won't tell Don Sprouse "No" anymore.

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THE FORGOTTEN RACE TRACK

By Paul Marks
Racing Editor
Macon Telegraph & News

BYRON, GA. — The Macon Raceway, which is actually located just outside the small town of Byron, was "the race track which time had forgotten" until last year when Bob Harmon arrived with the All-Pro stock car racing association.

Most local people had only known the racetrack as the place where the peach state fair was held every year until Harmon brought in his stock car racing team for three feature races during the 1981 season.

The half-mile asphalt racetrack had become cracked and pitted from years of neglect when Harmon found it. Many would say it's greatest notoriety was for a huge rock concert it had held during the early '70s and saucy tales were told of a sophisticated moonshining operation which was fueling folks instead of cars.

Harmon came to Byron and changed all that with three featured races which filled the stands to capacity with stock car-racing starved fans.

Before any races were held at the time-worn track, Harmon contracted Lewis Freeburn of Quincy, Mich. to repair several big cracks on the racetrack's surface. Freeburn had to work a couple of weeks using a pressure-treatment to fill the crevices, but by the middle of May the track was worthy of standing up to the forces of top name drivers running over it.

"It's a little on the marbly side," said stock car driver Ronnie Sanders of Fayetteville, Ga. "It needs about 30 cars to run over it."

The drivers began to flock to the new track, and before Sanders knew it he was turning on 18.9 on practice rounds. Billy McGinnis of Alpharetta, Ga. held the track record at that time of 18.6.

McGinnis would win a race at the Macon Raceway in 1981, but that would not come until the middle of the summer.

The first race of the 1981 season, and the first time stock car engines were heard at the track in years, was the Goodyear 200 on May 17.

Gene Morgan of Greenville, S. C. won that inaugural race by taking over the lead at the 192nd lap and holding on the rest of the way.

"I knew the car was strong," Morgan said of the Camaro he was driving, "but I saved it up early in the race and did not really push it until later."

Morgan took home \$3,200 for his win, and work of the fine purses and top flight field at the Macon Raceway began to lure in even bigger racing names.

Many top-name drivers were reluctant to drive at the Macon Raceway because they were unsure of the condition of the track and they were unsure whether or not the good money could be made there. But soon drivers like Jody Ridley, Neil Bonnett and Butch Lindley were lining up to enter races at the track Bob Harmon had rebuilt.

The hot evenings of July saw race fans by the hundreds streaming to the Macon Raceway with fried chicken dinners under one arm and coolers with iced refreshments under the other. The All-Pro 200, July 19, was won by McGinnis as he tied the track record with a qualifying time of 97.087 mph. McGinnis' first All-Pro victory ever came in front of a crowd of 5,700.

The final race of the year at the Macon Raceway was the Carrera Shocks 200 which was captured by Randy Couch of Stone Mountain, Ga. Couch was the runner up in the All-Pro 200 in July.

All-Pro President Harmon said the 1982 season at the half-mile track just 15 miles south of Macon should be the best ever as track manager Ted Pulsifer has had a year of experience at the speedway and because the newly-reconditioned track has had a chance to get worn into shape.

The Macon Raceway has always had the reputation for being the best asphalt track between Atlanta and Florida. The All-Pro Racing team will bring it all the excitement of big time race again this year.

1981 - FINAL POINT STANDINGS & POINTS MONEY PAY-OFF

Randy Couch, a nine year veteran of short track ovals, achieved his goal by winning the 1981 ALL-PRO National Championship and received a whopping \$5000 for his efforts. Couch, along with Butch Lindley, Phillip Grissom, Steve Grissom and Jody Ridley received the lion's share of the \$14,150 point fund as they were the top five finishers in the final tally. Lindley received \$2000, Phillip Grissom \$1000, Steve Grissom \$850, and Ridley \$650 for their accomplishments.

The 1981 ALL-PRO point fund was made possible by the series' major sponsors which include; All-Pro Auto Parts, Bo Láws Automotive, Brodix Aluminum Heads, Cam 2 Racing Gasoline, Carrera Shocks, Crane Cams, Fram/Autolite Corp., Goodyear Tire & Rubber Co./Southern Auto Parts, Hank the Crank, Hardee's-Spartan Foods, J. W. Hunt Produce, Monroe Shocks, Nutek-Mackie FIREPOWER Ignitions, Prototype Racing Engines, Stock Car Fiberglass by CCR, Winters Performance Products Inc., and Wix Filters.

For 1982, the ALL-PRO point system has been completely re-structured in such a manner that it is even more lucrative for the participating drivers.

A complete run down of the final 1981 ALL-PRO point standings, including total points and point fund awards, is listed below.

1. Randy Couch	7400-\$5000	11. Ken Price	3600-\$200	21. Dick Trickle	2350-\$100
2. Butch Lindley	5930-\$2000	12. Gene Morgan	3550-\$200	22. Rusty Wallace	2280-\$100
3. Phillip Grissom	5590-\$1000	13. Dean Bentley	3510-\$200	23. Ron McCreary	2170-\$100
4. Steve Grissom	5510-\$850	14. Scotty Lovelady	3500-\$200	24. Kasper Miles	2160-\$100
5. Jody Ridley	5200-\$650	15. Dick Anderson	3490-\$200	25. Freddy Fryar	2050-\$100
6. Davey Allison	5130-\$500	16. Alan West	3330-\$200	26. Vaughn Heath	1970-\$100
7. Ronnie Sanders	4850-\$400	17. Billy McGinnis	3200-\$200	27. Henry Brook	1840-\$100
8. Don Sprouse	4390-\$300	18. Sidney Minton	3080-\$200	28. Darrell Waltrip	1770-\$100
9. Tad Merriman	3920-\$250	19. Jr. Niedecken	2850-\$200	29. Red Farmer	1670-\$100
10. Jerry Lawley	3770-\$200	20. Robin McCall	2450-\$200	30. Carl Williford	1660-\$100



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SCHEURMANN—A LOT OF BULL

By Paul Marks—Courtesy of The Macon Telegraph-News:

Whoever said "Danger and delight grow on the same stalk," must have caught the All Pro Racing Bull's act.

With the bull, delight is followed by the danger of big time stock car racing.

The spotlight is on the bull at every All Pro stock car race. He is the equivalent of the San Diego Chicken, but he appears at short track stock car races instead of baseball games.

Dressed in a bull's head costume and equipped with roller skates, he risks his neck performing small-scale Evel Knievel jumps over crates before the cars roll out onto the track. If he's not busy making daredevil jumps, the bull can usually be found chasing female spectators or giving small children a ride on his back.

Public address announcer and All Pro President Bob Harmon spotted the bull making his approach run at the yellow plastic crates stacked three high and exclaimed, "If that bull had a brain in his head he'd be dangerous."

Harmon was pulling the audience's leg—to the maximum. The man in the bull suit was Paul Scheurmann.

Scheurmann has an IQ of 148; that's good enough to make him a member of the Mensa Society which places its members in the top two percent of the country's most intelligent people.

When he is not jumping around in a bull's suit, Scheurmann helps design power plants for Southern Company Services. The company supplies electricity to Alabama, Georgia and Mississippi.

Scheurmann is as quick with his wit as he is with his slide rule.

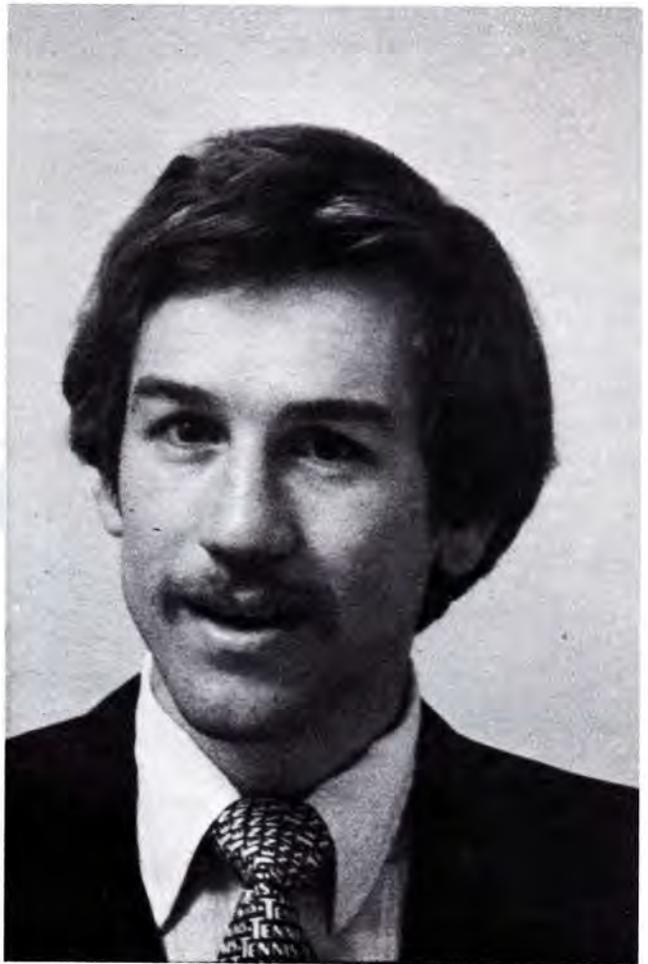
Just before he donned his suit for another evening of crowd-pleasing entertainment, Scheurmann called out to me, "Do you know what they would call it if I burst a blood vessel in my brain? An em "bull"ism."

Scheurmann even upstaged the legendary Bob Hope at a concert in Birmingham once by getting in the last laugh. Hope made a joke about being invited to a victory party for the Birmingham Bulls' hockey team, but not being able to use the invitation because the season was one-third over. Scheurmann responded by agreeing the only thing worse than the Bulls was Hope's golf game.

Hope couldn't think of a rejoinder and stalked around the stage upset that he couldn't get in the last line. Scheurmann sought to reassure Hope by telling him he shouldn't have hit him with the joke when he knew he was at the end of his material, but the crowd still needed him because without him the show would be Hope-less.

Scheurmann started his bull act with the Birmingham Bulls of the old Central Hockey League. But before that, he learned tumbling as a cheerleader for Auburn University, and spent time as cheerleader for the Birmingham Vulcans of the defunct World Football League before turning "bullish".

"I began the mascot bit when one of the cheerleaders for the Vulcans died in a freak mishap," Scheurmann said. "I came out for the next game dressed as the Greek god Vulcan, complete with a beard and everything, to bring everybody's spirits up. From there I went on to the bull act with the hockey team and, then I got started do-



ing stock car races. Bob saw me at the Birmingham International Speedway and hired me then. I do just about all the races on the All Pro tour."

Scheurmann said he has never seen the San Diego Chicken, but he first became aware of him when Ted Turner offered the chicken \$100,000 to come work for him.

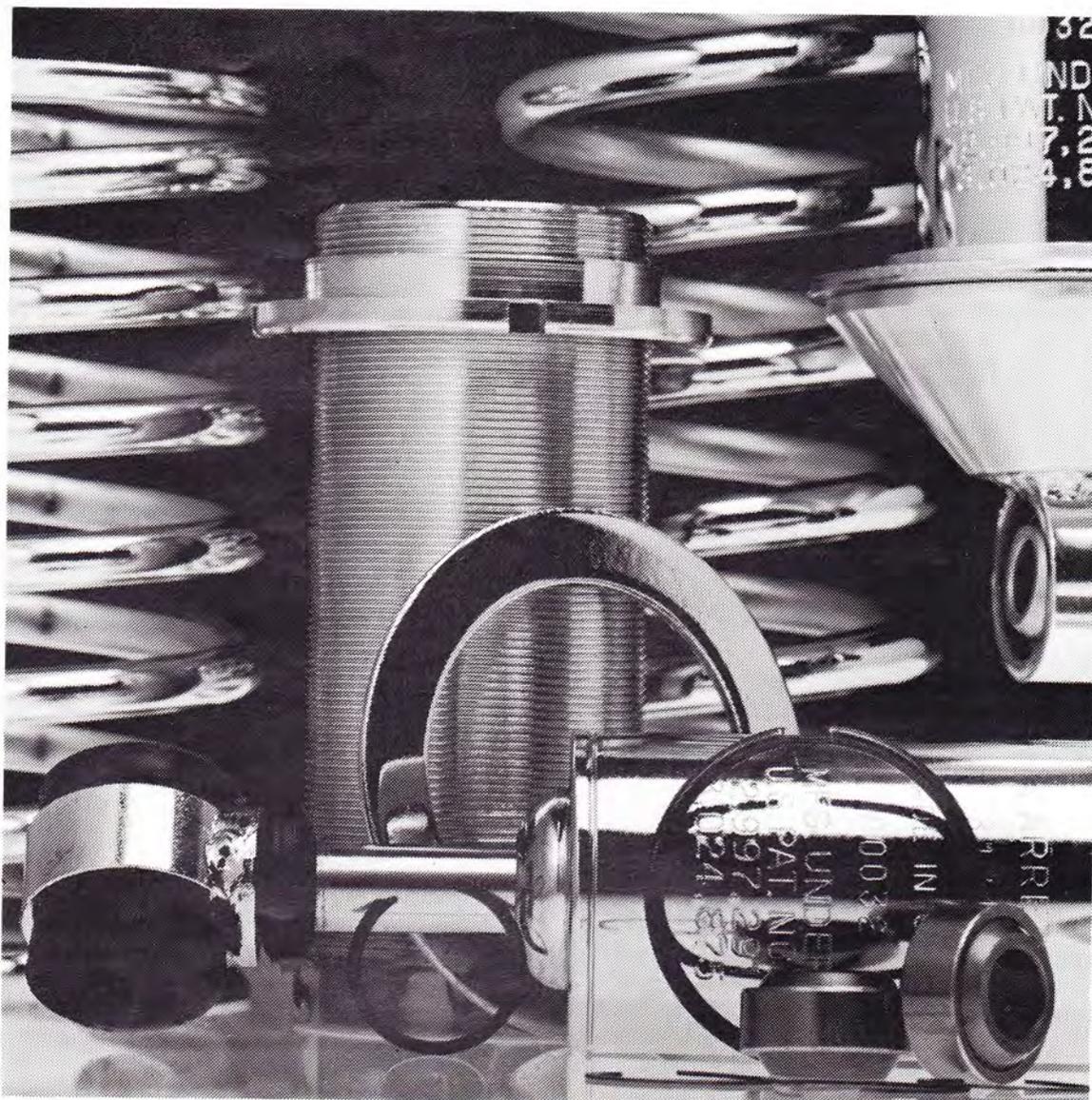
Scheurmann sent Turner a videotape of himself, hoping Turner might hire him for the Atlanta Braves.

"I'm sure the chicken is good in his own way," said Scheurmann, "but I think I am just as entertaining. I mean, after all, why have chicken when you can have steak?"

When Scheurmann isn't "bulling" his way around, he serves as a scoutmaster for a boy scout troop in Birmingham. He's currently saving his money to take a trip to the World Scout Jamboree.

Scheurmann said he was looking forward to coming back to Macon. "My father lives on the air force base in Warner Robins and he came to visit me the last time I was there, so it is always a pleasure to visit Middle Georgia for me," said Scheurmann.

I didn't ask him, but I would imagine Scheurmann's favorite president would have been Theodore Roosevelt. Teddy was well know for going around saying, "Bully for you."



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(con't from page 21)

helped us make ends meet 'cause we were still sponsored by Ranbeck Enterprises."

Couch stayed in the 'Top 30' program and on June 12th at Huntsville (Al.) Speedway he moved into the points lead, never again to be headed. That night he also won his first All Pro pole position so it seemed that things were starting to really go his way. One month later he scored his first win on the tour, and it was extra special to him and the whole crew. It was in his home state of Georgia (Georgia Int'l Speedway in Jefferson), and guess who finished second... Ronnie Sanders. In victory lane Couch's first reaction was, "Boy, we needed this, now we can pay some bills." He went on to say, "We had to win this one to pay for the new motor, I don't know what would've done if we hadn't won, but we did so that's that." Sanders went over to Randy and said, "If I couldn't win it, I can't think of anybody I'd rather see win than you."

The Ranbeck team continued on the All Pro trail and proved that the win at Georgia Int'l was no fluke by winning two more races, one at Macon (Ga.) Raceway and two weeks later again at Georgia Int'l. Randy and Butch Lindley share the distinction of being the only drivers who have been able to score back-to-back wins on the highly competitive circuit. Couch adds, "I thought it was pretty good that we could win at all, much less three times. Our car was two years old and we didn't have a lot of the new stuff that some of the other guys had."

By the time the big All Pro/A.S.A. All-American 400 rolled around people were beginning to know who Randy Couch was. "We were starting to get some help," noted Randy. "We got some help from

Valvoline, Stock Car Fiberglass, Dingler Engines, Glenn Bopp and Ray Stonkus. We had a new car ordered and I spent a whole week in Missouri with Bopp trying to get it finished for Nashville, and we just barely made it." The Ranbeck team rolled through the Nashville pit gate with the new car late Friday night, after practice was over.

With only a limited amount of practice in the car, Randy went out on Saturday and posted a good time, and won his qualifying race by a substantial margin. Notice was given that Randy Couch was a potential winner of the biggest race of the year. Randy commented before the 400, "If I was to win this one, I'd retire... because I'd have beaten the best there is, and there would be nothing else to prove." On race day Randy ran with the leaders up until the ignition system went berserk and put him out of the hunt but, as they say, that's racing.

The final race on the All Pro schedule was the J. W. Hunt Strawberry 100, which was billed as the "World's richest 50 mile asphalt race", and, as usual, Randy was there. When all was said and done, it was Joe Shear who 'took home all the marbles', and not Randy, but Randy was still pleased. After all, you can't win 'em all but he had won his share, plus he had accomplished what he had set out to do. He could run with the best drivers in the business, and win. Out of some 300 drivers who competed on the rigorous All Pro schedule in '81, Randy is the only one never to miss a single event. He's the first ever All Pro National Champion and most of all, he is what he said he was going to be some 22 years ago, he's a racer. On top of that, he's a winner...



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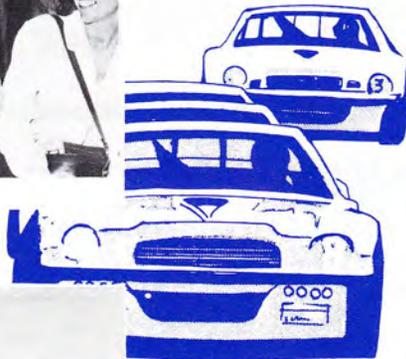
... more action



(1) WOW! Butch Lindley receives winner's rewards from Nina Winter (Winters Performance Products 200 at Huntsville). Note: wife Joan at right smiling approval.



3



4



(2) Oops, pardon me! New air-conditioning job performed in matter of seconds.

(3) Neil Bonnett "holds court" with fans at Georgia ALL PRO race.

(4) Rusty Wallace shows winning form in Southland Fire Equipmt. Camaro.

(5) Billy McGinnis prior to blasting new track record at Macon.



5

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All Pro Wins to Rogers, Ridley

'Local' Driver Busts 'Pro'

BY JOHN HANCOCK
Lumb, N.C.

Local driver Jody Ridley, 23, of Lumb, N.C., won the 1989 Southern Auto 100 at the Granite City Raceway on Saturday, July 8, 1989. Ridley, who is a former NASCAR driver, won the race by a margin of 1.5 seconds over the second-place finisher, Mike Rogers, 31, of Lumb, N.C. The race was held over a 1.5-mile track and lasted for 100 laps. Ridley's victory was a significant achievement as he is a local driver competing against professional drivers.



Jody Ridley



Mike Rogers

Pete Parker Wins at Granite City

Pete Parker, 28, of Lumb, N.C., won the 1989 Southern Auto 100 at the Granite City Raceway on Saturday, July 8, 1989. Parker, who is a former NASCAR driver, won the race by a margin of 1.5 seconds over the second-place finisher, Mike Rogers, 31, of Lumb, N.C. The race was held over a 1.5-mile track and lasted for 100 laps. Parker's victory was a significant achievement as he is a local driver competing against professional drivers.

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Ridley Scores 'Easy' Victory

BY JOHN HANCOCK
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Firecracker 100 to Archer

Firecracker 100 at the Granite City Raceway on Saturday, July 8, 1989. Archer, who is a former NASCAR driver, won the race by a margin of 1.5 seconds over the second-place finisher, Mike Rogers, 31, of Lumb, N.C. The race was held over a 1.5-mile track and lasted for 100 laps. Archer's victory was a significant achievement as he is a local driver competing against professional drivers.

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Auto Racing Makes The News and We Print It!

All Pro In Review

Montgomery, AL, September 6, 1980

Bobby Alexander, along with David Pearson who drove relief for the Plant City FL, driver, won the All Pro 200 at Montgomery International Speedway after Billie Harvey's car was disqualified.

Harvey's Camaro, with Neil Bonnett at the controls, passed the finish line first, but Harvey refused to break down for inspection with the engine, was protested, and first place was subsequently awarded to the team of Alexander and Pearson.

After the reshuffling of positions, Mike Alexander was second, Ronnie Sanders was third, Jerry Lawley fourth and Dennie Rewis fifth in the first points race under the All Pro banner.

Gary Balough started on the pole with a record-breaking time of 19.451 seconds on the half-mile oval, but was sidelined and had to settle for 17th.

Huntsville, AL, October 12, 1980

The second race in the All Pro series at Huntsville Speedway was dominated by Butch Lindley, who won \$5,700 for his weekend's work.

There was no stopping the Greenville, SC, charger as he set a new track record of 13.229 seconds on the quarter-mile track and used the front position to lead the first 177 laps of the Coca-Cola 300. Relinquishing his lead only during a pit stop, Lindley quickly regained the front spot from Jack Ingram and went on to win by a lap on the field.

Ingram finished second, one lap down. Don Sprouse was third and Junior Niedecken fourth, both five laps back, and Randy Couch completed 293 laps to finish fifth.

Irvington, AL, October 26, 1980

Donnie Allison was the winner of the Fram/Autolite 200 race held at Mobile International Speedway by a two-lap margin.

Allison and Jody Riley swapped the lead several times until Allison took the lead for good on lap 176 and stayed there until the checkered fell after 208 laps. Ridley dropped out and Harry Denton wound up second, followed by Bobby Alexander, Don Sprouse and Buddy Broome.

A spinning car on lap 16 caused a multi-car pileup involving David Pearson, Rick Wilson, Butch Lindley, Ronnie Sanders and pole winner Skip Manning. While only Manning was unable to continue, the rest eventually dropped out with mechanical problems.

Jackson, MS, November 9, 1980

Ronnie Sanders won the consolation race to make the field for the Stock Car Fiberglass 200 at Jackson International Speedway, but he parlayed his 25th-place starting spot into victory in the 200-lapper before the day was over.

The rear end on Sanders' Ross Cattle Co. Camaro came apart during his qualifying race the night before, and the Ross "Cowpokes" spent a sleepless night Saturday repairing the car. But after only 46 laps in the feature event, Sanders had worked his way into the lead, taking that position for good on lap 187 to win \$6,000 plus lap money.

Second went to Jerry Lawley, one lap down Freddy Fryar was chasing Sanders when he went over the backstretch with three laps to go but still wound up third. Lake Speed finished fourth in his Sportsman debut, four laps back, with Don Sprouse fifth.

Birmingham, AL, November 30, 1980

Fresh from being named NASCAR Grand National Rookie of the Year, Jody Ridley of Chatsworth, GA, captured the World

Classic 200 All Pro event at Birmingham International Speedway.

Ridley, the race's defending champion, took the lead from polesitter Freddy Fryar on lap 164 and never gave it up. He finished a lap ahead of young Phillip Grissom, who took second, and third-place Jerry Lawley. The win was worth \$12,240.

Bobby Allison took fourth and Don Sprouse was fifth, both two laps off the pace. Fryar was forced out with a blown engine, as was Rusty Wallace and Ray Putnam. Only 11 of the 26 starters were around at the finish.

Montgomery, AL, March 8, 1981

Dick Trickle of Wisconsin Rapids, WI, played a waiting game in the first All Pro race of the new year, taking the lead for the first and last time on lap 161 to win the Fram/Autolite 200.

Rusty Wallace, who led the most laps after starting on the pole, had a 10 car length lead when he was slowed with a broken rocker arm and Trickle got by. Wallace finished third behind runner-up Jody Ridley.

Butch Lindley was fourth and Billy McGinnis was fifth, all in the lead lap at the end of the 205-lap grind.

Birmingham, AL, March 29, 1981

Bob Senneker became the seventh different winner out of seven races since the All Pro began by capturing the Hardee's 200 at Birmingham International Raceway.

In a down to the wire finish, the Dorr, MI, ace edged polewinner Rusty Wallace by two car lengths at the checkered. The two ran side by side for three laps before Senneker slipped by on the outside to lead the final 10 circuits.

Finishing third in the rescheduled event, rained out the week before, was Gene Morgan. Dick Trickle was fourth and Randy Couch fifth, all completing 200 laps.

Asheboro, NC, April 18, 1981

Dick Trickle became the first repeat winner in All Pro racing when he took the checkered flag in the Prototype Engines 200 at Caraway Speedway.

In a wild affair marked by several wrecks, Trickle survived a first lap crash and engaged in a heated battle for the lead with several drivers before putting his Super-America Camaro out front for good on lap 126.

Jim Sauter, who led 103 laps, had to settle for second, with Rusty Wallace third. Track regular Jimmy Hensley finished fourth in a Pontiac Grand Am, one lap down. Alan Kulwicki was fifth after Billy McGinnis was disqualified when he refused post-race inspection.

Birmingham, AL, May 2, 1981

Jody Ridley put a brand new Camaro in victory lane at Birmingham International Raceway as he won the Coca-Cola 200, repeating his feat of two years when he won the World Classic here after switching from Ford.

A late race surge by Ronnie Sanders almost forced the Chatsworth, GA, pilot to settle for second, but Ridley passed Sanders with six laps to go to take the win by two car lengths. Sanders was second, with Randy Couch recording a strong third place and Jerry Lawley fourth. Davey Allison recovered from a spinout to finish fifth, one lap down.

Ridley started from the pole after the crash during practice eliminated fastest qualifier Gary Balough. Ridley's #98 Cumberland Mills entry was the car to beat from the start, and he led 150 of the 200 laps.

Macon, GA, May 16, 1981

Gene Morgan edged Greenville, SC, neighbor Butch Lindley at the finish line to score his first All Pro win in the Goodyear 200 at Macon Raceway.

The early stages of the race were dominated by Lindley and polesitter Jim Sauter, as Morgan said his strategy was to lay back until the finish. Morgan passed Lindley on lap 192 and won by three car lengths.

Sauter was leading the race when he ran over some debris and cut a tire, causing him to spin out. Pit stops for repairs cost the Necedah, WI, driver two laps that he was never able to make up, but he still finished third. Phillip Grissom and Davey Allison were fourth and fifth, respectively, both also two laps down.

Montgomery, AL, May 30, 1981

Butch Lindley controlled the Monroe Shocks 200 from start to finish at Montgomery International Speedway, as he started on the pole and led 178 laps in a car recently purchased from Rusty Wallace.

Wallace had to take a backseat to his old car as he finished second. Billy McGinnis, also in a new car, took third in the same lap at the end of the 209 circuits, extended by caution. Davey Allison was fourth and Jerry Lawley fifth, both two laps down.

Young Robin McCall set the second fastest time in qualifications and ran with the lead pack until a spin early in the race cost her ground she was never able to make up.

Huntsville, AL, June 13, 1981

Butch Lindley took an extra two firsts when he won the Coca-Cola 250 at Huntsville Speedway, as the victory made him the first three-time winner on the All Pro circuit and also the first to take back to back wins.

Lindley was the only driver in the lead lap at the end of the race and was never headed after regaining the front after a pit stop on lap 185. Local driver Dean Bentley, who started ninth, passed Don Smith on lap 211, and the two former track champions here finished second and third respectively.

All Pro point leader Randy Couch, who won the pole position, nailed down fourth, with Steve Grissom fifth.

A freak incident occurred on lap 233 when a main transformer in the area blew and the resulting power failure threw the speedway into total darkness. The field, fortunately, was under caution at the time and there were no repercussions. The race resumed after a 50-minute delay.

West Palm Beach, FL, June 27, 1981

Although third across the finish line, first-place money in the Nutek Mackie Ignition 200 at Palm Beach Fairgrounds Speedway was held for the car driven by Darrell Waltrip and Billie Harvey.

South Florida drivers Speedy Reeves and Al Kuhn, who took the checkered ahead of Waltrip, were disqualified after a check on their engines showed the cubic inches did not correspond. Waltrip, who relieved Harvey on the 113th lap, was then declared the top finisher.

Finishing second was Phillip Grissom, with Randy Couch third, Steve Grissom fourth and Tad Merriman fifth. Dickie Anderson, the fastest qualifier, held a comfortable margin over the field until he tangled with a lapped car on the 186th lap, putting him out of the race. Anderson still wound up sixth.

St. Petersburg, FL, July 1, 1981

Jody Ridley cruised to a half-lap victory in the CAM2 250-lapper at Sunshine Speedway despite 14 cautions that kept the field closed up.

Dave Pletcher passed Dave Scarborough on the last lap to finish second, with a third track regular, Dave Breakfield, finishing fourth, the last car in the same lap was Ridley. Dick

Anderson wound up fifth.

Anderson was thought to be running second at the checkered, but a recheck showed that at the scheduled halfway stop in the 250-lap race he restarted the second leg ahead of Ridley rather than behind him, one lap down.

New Smyrna Beach, FL, July 4, 1981

David Rogers became the first local driver to beat the All Pro regulars when he captured the Crane Cams 200 at his home track, New Smyrna Speedway.

Fastest qualifier Gary Balough and Jody Ridley had the fastest cars at the start, but Balough was soon sidelined by overheating, and when Ridley's engine expired on lap 111, the ensuing caution period became the turning point of the race.

Rogers, who had stayed with Ridley until that point and became the new leader drove in the pits and took on fuel, dashing back out before the pace car could pick up the field. The move gained an insurmountable advantage for the Orlando driver.

Butch Lindley unlapped himself on lap 133 and went on to finish second, with Darrell Waltrip third, Robin McCall fourth and Vaughn Heath fifth.



Jefferson, GA, July 11, 1981

Randy Couch took the first major victory of his career when he led the final 19 laps in the Stock Car Fiberglass 200 at Georgia International Speedway.

Couch had been a surprising contender on the All Pro circuit since the start of the season, but his shots at winning had fallen short. Hampered by a miss in his engine here, Couch hung on and found himself in the lead when Ronnie Sanders had a tire go flat on the final restart.

Sanders finished second after regaining his lost lap on the last circuit. Third went to Dorris Vaughn, four laps down, with Robin McCall fourth and Vaughn Heath fifth.

The race was plagued by wrecks and attrition. Butch Lindley, who led twice for 112 laps, had a half-lap lead over Sanders when his engine blew and propelled the red #16 over the first turn on lap 177. The car rolled over and caught fire, but Lindley was unhurt.

Billy McGinnis, David Pearson and polesitter Rick Wilson were battling for second when they were involved in a wreck with a slower car on lap 22. Wilson and Pearson were forced out, and although McGinnis was able to continue, he was slowed by a series of flat tires.

Byron, GA, July 18, 1981

After nine starts on the All Pro circuit, Billy McGinnis won his first pole position and his first race during the All Pro 200 at Macon Raceway.

McGinnis took the early lead with Ronnie Sanders and Jody Ridley right on his bumper, but he felt the move that paved the way for his win came when he beat the others out of the pits during a scheduled stop under caution at the halfway mark. Ridley later dropped out with engine problems on lap 148.

Randy Couch took over the chase on McGinnis and finished second. Young Phillip Grissom got by Sanders late in the race to grab third place, with Sanders taking fourth, the last driver in the lead lap. Fifth, four laps down, was Rick Wilson.

Huntsville, AL, July 31, 1981

Butch Lindley was barely conscious when they pulled him from his racer at the end of the Winters Performance 250, but sheer determination enabled the gutsy driver to continue his astounding record at the quarter-mile Huntsville Speedway, bringing his string to 18 wins out of 19 starts.

Lindley was blasted by heat from his engine through most of the 250-lap race and an ambulance met him in victory lane. "It was pouring heat out," said Lindley. "I just didn't get no relief. I didn't have the strength to turn the wheel.

"I was afraid I was going to get sick. . . I did get sick once. I wanted to quit, but I just couldn't. I shouldn't have done it. It's crazy to do that. But I wanted to win so bad. . . everybody had worked so hard."

Lindley, who led three times for 129 laps, had to put up with fierce competition from Darrell Waltrip and Jody Ridley. He was able to keep his J.W. Hunt Camaro out front for good after Waltrip spun from the lead on lap 205.

Waltrip and Ridley battled tooth and nail throughout the race, banging each other and swapping sheet metal. Ridley spun during one incident but was later able to regain the lap lost. Waltrip wound up second and Ridley third, and the two exchanged words after the event.

Dean Bentley stayed in the lead lap most of the way but got down two laps late to finish fourth. Steve Grissom was fifth, five laps in arrears.

Jefferson, GA, August 8, 1981

Neil Bonnett ended a winless drought of over a year in the Brodix Heads 200 when he edged Dickie Anderson by a nose at Georgia International Speedway.

It was a rough race for Bonnett, who was involved in two accidents, lost a lap in the pits, knocked his front end out of line while dueling leader Jody Ridley, and then saw his right rear tire go flat in victory lane.

Anderson, confronted by early transmission troubles, also lost a lap in the pits, then twice had to restart at the rear after being involved in a wreck and later having a tire go flat.

Tad Merriman made no pit stops and took third in the same lap with Bonnett. Randy Couch was fourth and Roger Tanner took fifth.

Ridley led 148 laps but was sidelined when his engine blew with 18 tours to go. Ronnie Sanders, who qualified on the pole, dropped out after leading the first 26 laps.

Macon, GA, September 12, 1981

Starting at the tail end of the 32-car field, Randy Couch steadily worked his way to the front to leaf the final six laps of the Hank the Crank 200 at Macon Raceway.

After problems in qualifying relegated him to a dead last start, the Stone Mountain, GA, driver was down a lap at one time but pulled out all stops in his bid for the checkered and finally overtook Kasper Miles on lap 207 of the caution-extended race. The win was worth \$3,000.

After pacing 107 circuits, Miles had to be satisfied with second, the only driver left in the lead lap. Third went to 17-year-old Steve Grissom, two laps down, with Neil Bonnett fourth and Dick Anderson fifth, three laps in arrears.

David Pearson, who set a new track record in qualifications, and Butch Lindley put on a heated duel at the start of the race but both were eventually felled by mechanical trouble.

Jefferson, GA, September 19, 1981

Randy Couch chalked up his second win in a row and third of the season in the Bo Laws Automotive 200 at Georgia International Speedway.

Ronnie Sanders started on the pole and led the first 105 laps before pitting under caution. Sanders moved back out front on lap 113 and was holding off the concerted challenges of Couch and Dick Anderson when his flywheel exploded.

Anderson started having handling problems and settled for second, the only other driver to complete 200 laps. Don Sprouse and Dorris Vaughn were one lap down in third and fourth, respectively. Fifth went to Donald Tyson.

Montgomery, AL, September 26, 1981

A flat tire under the yellow flag sent Junior Niedecken in for a pit stop and gave Billy McGinnis the lead for the last nine laps and the \$3,100 victory in the Wix Filters 200 at Montgomery International Speedway.

Niedecken wound up second, while fellow Pensacola driver Jerry Lawley took third after also pitting for tires under the last caution, an admitted mistake made when Lawley thought "there were more laps than that to go." The top three finishers, who started 16th, 17th and 18th, respectively, were the only ones to complete the 212 laps run.

Freddy Fryar, who started shotgun, led 48 laps and was second to Niedecken when a spin cost him a lap on the 184th circuit. He finished fourth ahead of Gary Adams, also one lap down.

For the second race in a row Ronnie Sanders started on the pole and led the most laps only to end the race in the pits.

Mobile, AL, October 3, 1981

A third-place start broke Ronnie Sanders' "pole cat" luck as the Fayetteville, GA, charger rang up his first All Pro win of the year at Mobile International Raceway.

Sanders started on the pole in three of the last four races and each time was put out of the event by mechanical failure. He overcame his jinx in the All Pro Auto Parts 200 and slipped by Butch Lindley with nine laps remaining.

Lindley looked headed for victory at the halfway point before Sanders reeled him in and relegated the four-time winner to second. Newcomer Donald Watson was third, three laps down, with Steve Grissom and Don Sprouse completing the top five.

A high attrition rate knocked out early leaders Freddy Fryar, Junior Niedecken and David Pearson, who set a new track record for qualifying.

Jackson, MS, October 4, 1981

Driving his #14 Camaro under the checkered flag first, Freddy Fryar became the 14th different winner on the All Pro circuit as he won the Jackson 100 at Jackson International Speedway.

Butch Lindley and David Pearson, who qualified first and second respectively, put on a tight duel for most of the race as Fryar followed. New tires allowed the Texas driver to run down the leaders, though, and Fryar stayed out front the last nine laps.

Pearson finished second, with Lindley third, Don Sprouse fourth and Donald Watson fifth. All completed 100 laps.

Nashville, TN, November 1, 1981

The ASA and All Pro came together to do battle on the high banks of Nashville International Raceway for the All-American 400, and Butch Lindley, a winner on both circuits in 1981, took the top honors and \$14,625 in prize money.

The all-out scrimmage eventually turned into a comfortable victory for the Greenville, SC, charger, who led 207 laps and finished 5.5 seconds ahead of Mark Martin. Third went to Dick Trickle.

Finishing fourth was Joe Shear, one lap down, while Don Sprouse took fifth place from six laps in arrears.

The lead changed hands nine times among four drivers. Martin, who started from the pole, led four times for 162 laps before Lindley got by for good with 52 circuits remaining. David Pearson and Mike Eddy, who also led, finished the race in the pits.

Rounding out the top 10 were Allan Kulwicki, Dave Watson, Bruce VanderLaan, Sterling Marlin and Buddy Schrock.

West Palm Beach, FL, December 6, 1981

Mike Eddy and Dick Anderson each claimed their initial All Pro victories as the J.W. Hunt Florida Spectacular got underway at the Palm Beach Fairgrounds Speedway.

In the opening 100-lapper, Eddy, aboard his ASA title-winning Moenning Brothers Camaro, took the lead from Anderson, with Dick Trickle moving into second when Anderson had a tire go flat. Trickle pulled up to Eddy's bumper but was unable to pass and finished second.

Third went to Larry Rogero, with Gene Morgan fourth and Anderson fifth.

The second half of the program was Anderson all the way as he took the lead on the opening lap and held off Trickle for the checkered. Eddy stayed with the top twosome before fading back in the later stages. Rogero hung on for fourth with Don Biederman fifth.

St. Petersburg, FL, December 9, 1981

Mike Eddy and Dick Trickle were both winners at Sunshine Speedway for the J.W. Hunt Twin 125s.

A blanket finish in the first race saw Eddy hold off Trickle, Wayne Reutimann, Jody Ridley and Don Biederman in the race for the wire.

Trickle edged Eddy for the win in the second 125-lap event, with Ridley taking a close third. Fourth went to Robert Hamke and fifth to Dave Scarborough, both one lap off the pace.

New Smyrna Beach, FL, December 13, 1981

Joe Shear of Twin Lakes, WI, netted over \$13,000 for his victory in the Strawberry 100 at New Smyrna Speedway.

Dickie Anderson took second, while David Pearson survived an early race tangle with Butch Lindley to capture third. Jody Ridley finished fourth and Randy Couch, who had already clinched the 1981 All Pro points championship, came in fifth.

Dick Trickle, the only driver to qualify in the 17-second bracket, blasted ahead at the green with Shear and Mike Eddy on his heels. By the halfway point, Trickle had a half-straightaway lead on the field, but his engine began to go sour.

Trickle attempted to work traffic to his advantage, but Shear had a clear shot at him by lap 83 and got by on the outside five laps later. Soon after, both Trickle and Eddy blew their engines and were forced to call it a day.



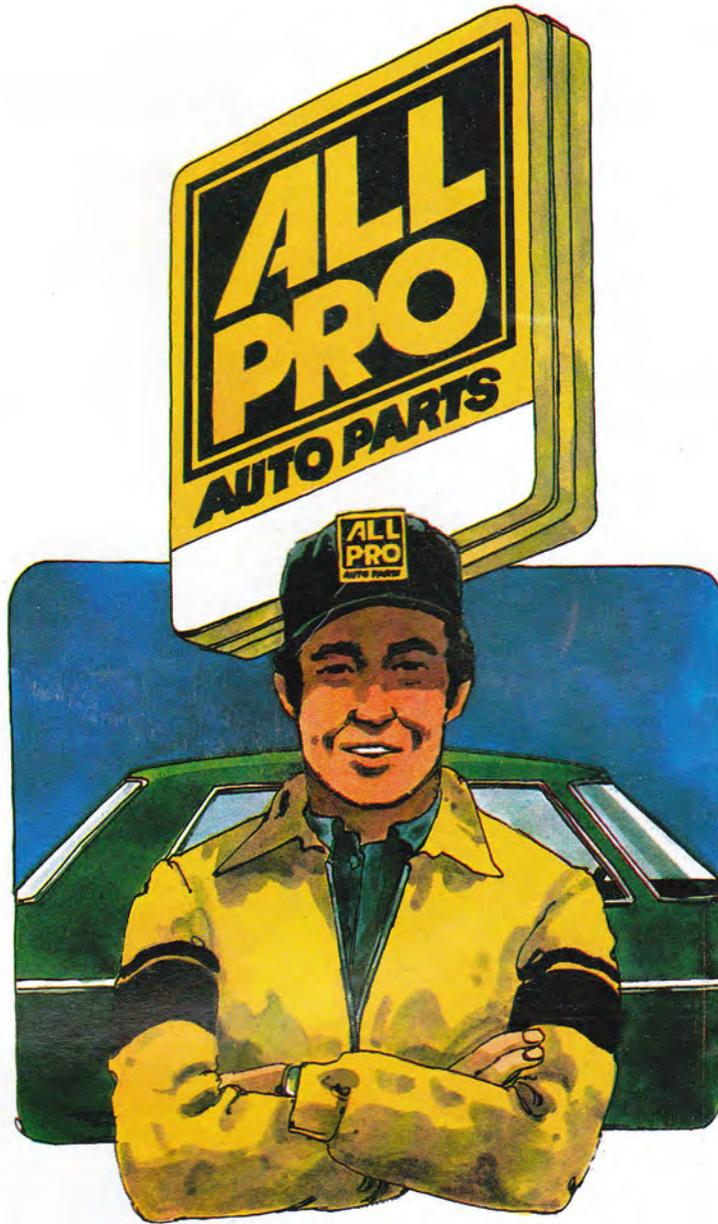
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