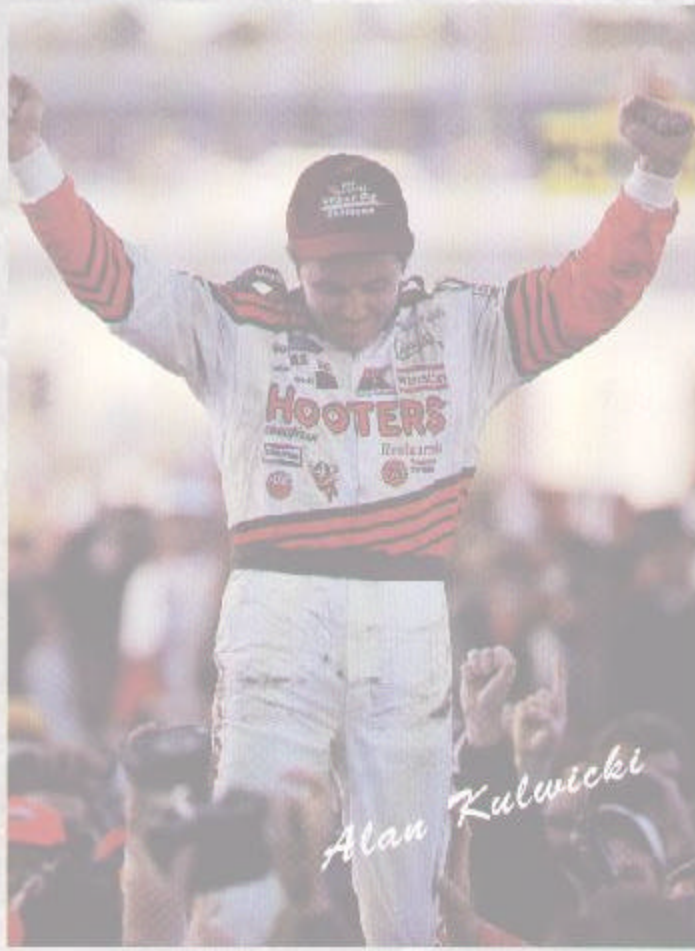


NASCAR 1993



Alan Kulwicki

1992 Winston Cup Champion





**"WHAT'S NEXT?"
FOR 1992 NASCAR WINSTON CUP CHAMPION ALAN KULWICKI**

After a sensational 1992 racing season that took him to a dramatic NASCAR Winston Cup championship, the pinnacle of stock car racing success, Alan Kulwicki holds steadfast as a goal-oriented competitor.

"Reaching the top doesn't mean that the competition is over," said Kulwicki, driver and team owner for the Hooters Ford Racing Team. "It's to the contrary. Now the hardest job of all begins and that's the quest to stay on the top."

"I've always been a goal-oriented, self motivated person and that should be beneficial in dealing with the future," Kulwicki said. "As long as there is another race coming up, there are additional goals to strive for."

The upcoming 1993 season-opening February 14 Daytona 500 is the next race on the NASCAR Winston Cup circuit and with it comes Kulwicki's most immediate goal.

"The Daytona 500 is the biggest, most prestigious race of the year and we're putting forth our strongest effort yet in our attempt to win it," said Kulwicki. "It would be a great accomplishment to come off the championship and win the Daytona 500."

Long-term goals for Kulwicki and his tight-knit team place much emphasis on race wins.

Kulwicki claimed the national driving title in only 202 races and six full seasons in the ultra-competitive Winston Cup Series. He won the championship after a career that produced a record of five wins, 36 top-five finishes, 72 top10 finishes and 24 pole positions.

"Naturally, winning many more races is a major importance," said Kulwicki. "We are hoping to get our total race win count up in the double digits (five '93 race wins will bring his total to 10) during the 1993 season."

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"The significance of race wins is not just limited to numbers," said Kulwicki. "There are particular events that would be special accomplishments in winning. The Daytona 500, the (Coca-Cola) 600 at Charlotte, the (Mountain Dew) Southern 500 at Darlington and several others are races we've yet to win and hope to in the future.

"Many drivers compete for years and years without ever winning a championship and some have even recorded a lot of race wins in the process," said Kulwicki. "The championship is something I'm extremely proud of but the list of goals and challenges is never-ending."

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THE EARLY YEARS: ALAN KULWICKI BUILT STRONG FOUNDATION FROM THE BEGINNING OF HIS NASCAR CAREER

The popular story about NASCAR Winston Cup Champion Alan Kulwicki coming to the South in his pickup truck pulling a trailer and starting his own race team isn't entirely true.

Fact is he did sell all of his short-track equipment and loaded his furniture and tools into the trailer. But a few days before his departure, an electrical fire burned out his truck, leaving him without a way to pull his trailer.

So goes the adversity the college-educated, Greenfield, Wis., native has overcome in his nonconventional route to the national driving title.

Without a doubt, Kulwicki's early NASCAR years helped mold him into the most successful combination driver/car owner today and perhaps the most talented dual-role player ever.

Kulwicki was a survivor during the lean years. The storms he weathered during the early racing seasons make his story more incredible and his reign as NASCAR Winston Cup Champion more heartening.

Kulwicki's flirtation with NASCAR racing dates back to an unfruitful effort in 1983. The team (Jim Braun-owned Transact Racing) he raced for on the American Speed Association (ASA) circuit decided to rent a car for a Winston Cup race at Charlotte.

The team was surprised when the car turned out to be nine seconds off the pace. The crew got it down to only a one second separation, but only after a couple of hair-raising incidents on the track. When problems crept up concerning insurance, the effort was completely abandoned.

"That hurt my confidence," said Kulwicki. "I suspected it was the car but never knew for sure. I couldn't just go and get in another car and run decent and say 'Yeah, I can run one of these.'

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"Everyone thinks they can and everyone wants to, until they come and do it," Kulwicki continued. "There have been a lot of excellent drivers who have had a terrible time trying to adapt to these cars. It is not just the speed. It's the weight and the way they move around. It's like playing football and basketball. They both take skills, but different skills."¹

Kulwicki fielded his own ASA team in 1984, with sponsorship from Hardee's Food Systems. While recording one win (in the Molson Canadian 200 at Cayuga International Speedway), nine top-five finishes, 11 top 10 finishes and two pole positions in the 19 ASA races, he also ventured down into NASCAR-land and competed in five select NASCAR Busch Grand National and NASCAR Winston All Pro Series races.

The trips to the South allowed him to "wet his whistle" in NASCAR competition, while making significant personal contacts. Racing in 1984 NASCAR events at Charlotte, N.C., Atlanta, Bristol, Tenn., and Milwaukee, Kulwicki recorded three top five and four top-10 finishes in those five races.

Kulwicki continued to run his own Hardee's-backed ASA operation in 1985 and he convinced the company to back him in five NASCAR Winston Cup races during the fall. He aligned himself with Greenville, S.C., car owner Bill Terry and engine-builder Ron Neal (Prototype Engineering) of the Chicago area for the venture into Winston Cup racing.

Blending in a 16-race ASA season which produced one win, 12 top five finishes and four pole positions, Kulwicki competed in 1985 Winston Cup races at Richmond, Va., Dover, Del., Charlotte, N.C., Rockingham, N.C., and Atlanta. His best finish was 13th in the Charlotte race.

The initial race at Richmond was a memorable experience. In his second qualifying lap around the old, flat .542-mile layout, Kulwicki ventured to "where no man has dared," driving his car deep into the third turn before letting off the accelerator. He crashed the rear of the car hard into the outside guardrail.

"We still laugh about that lap I was about to turn in qualifying at Richmond," Kulwicki said. "If I'd made it around, many people think it would have been the track record on the old track."

Terry wanted to load the car up in the trailer and forget the race. But, after some urging and persuasion by Kulwicki and some of his friends, they decided to repair the car the best they could and start the race. The record book shows that Kulwicki's No. 32 Hardee's Ford started 25th, completed 392 of the 400 laps and finished 19th. The records do not show that if he had not tangled with a slower car, he could have finished well up in the top 15.

Kulwicki finally did make it to the South at the end of the 1985 season.. trailer, burned truck and all. He worked in Terry's shop and lived in motels in the Greenville area for the first several months, preparing for the 1986 Daytona 500 and a run for the '86 Winston Cup Rookie-of-the-Year title.

The big crop of declared 1986 rookie candidates included Michael Waltrip, Derrike Cope, Pancho Carter, Davey Allison, Kirk Bryant, Chet Phillip and Willy T. Ribbs. Most had significant financial backing. Waltrip drove a Dick Bahre-owned car and had sponsorship for all 29 races from Hawaiian Punch. Kirk Bryant was in the Cliff Stewart ride, vacated by Rusty Wallace when he moved to the Blue Max team. Carter was driving Elmo Langley's K-Mart-sponsored Ford. Allison was in the Nashville, Tenn.-based Earl Sadler ride. Phillip drove the family-backed Circle Bar Truck Corral Ford. Ribbs was in the DiGard Racing Team entry.

"All we had entering the 1986 Daytona 500 was a one-race deal with Quincy's Family Steak Houses," said Kulwicki. "I was determined to do a good job for them."

At Daytona, weather played havoc on qualifying runs. In practice, Bobby Hillin's Buick blew an engine right in front of Kulwicki. Kuiwicki got into the oil and plowed into the wall. Kulwicki and volunteers from several other teams worked overtime in repairing the car for the Thursday twin-125 qualifying races. Kulwicki missed the Daytona 500 starting field when Lake Speed and Dick Trickle drafted by him in the last turn of the last lap in the race.

"At that point, I didn't think I was going anywhere, but I didn't have anything to turn back to so I just kept on going," said Kulwicki.

Determined to live up to his commitment to Quincy's for one race, the team ventured to the next race at Richmond. After turning in the seventh-fastest qualifying time, Kulwicki faced more ill luck when rain-washed out qualifying with only three cars left to time trial. Again, he found himself odd-man-out when NASCAR resorted to points and entry blank postmarks to fill the starting field. Kulwicki missed the Daytona 500 starting field by one foot and didn't have any points. Terry was late getting the entry blank in the mail. A frustrated Kulwicki trudged on.

Kulwicki's first start during the '86 season came in the year's third race, the Goodwrench 500 at Rockingham. Having spotted some of the other rookie candidates two races before getting into a race, he was determined to make the best of the opportunity. Kulwicki started 27th and drove to an impressive 15th-place finish.

"I was convinced that I could race at this level after that race," said Kulwicki. "Stuart deGeus, the marketing director for Quincy's, had seen first-hand how much we struggled. He handled the stopboard duties during the Rockingham race and was convinced that we had potential.

"I was really frustrated at the time and felt that the timing was right to set out on my own. I bought the car, rented a shop from Norman Negre in Kannapolis (N.C.), got an apartment and started focusing on realistic goals.

"We were able to convince Quincy's to come on board for a 15-race sponsorship package. We worked a deal with Prototype to lease two engines for the rest of the season. I hired two full-time crew members (Ronnie Phillips and John Junk) to help me. We also struck a deal to borrow a car from Larry Coleman for a couple of races.

"We changed the car number from 32 to 35 and focused our attention on getting top-15 finishes and winning the rookie title," said Kulwicki.

Kulwicki shocked the racing world in his first career race on the .526-mile Martinsville (Va.) Speedway by finishing fourth, ahead of such stars as Bobby Allison, Dale Earnhardt and Harry Gant.

He learned just how competitive Winston Cup racing could be in the very next race. His qualifying speed of more than 200 mph still wasn't fast enough to make the field for the Winston 500 at Talladega, Ala. Enhancing the disappointment of not making the field was the fact that the Talladega race marked the first event his sponsor planned any organized hospitality around.

"They (Quincy's) had bought a block of 150 tickets for Sunday's race and I felt just terrible about the situation," said Kulwicki. "They were very understanding, though. To try and make it up to them, we brought the car around behind the grandstand on Sunday morning and gathered the group together. I stood up in the back of a pickup truck and explained to them what had happened. They were still impressed about how well we ran the week before at Martinsville. They still asked me for autographs. We made the best of the day and even got on the MRN broadcast before the race was over. Believe it or not, our actions there helped us get some more sponsorship for additional races. The sponsorship meant a lot back then. But, it was amazing at what we were able to do with less than \$200,000."

As most of the rookie candidates' efforts fell by the wayside, the battle shaped up to one between Kulwicki and Waltrip. Kulwicki trailed Waltrip (who had competed in four more races than Kulwicki) until the Labor Day Weekend Southern 500 at Darlington, S.C. A 12th-place finish in the race propelled Kulwicki into the rookie point lead. He never looked back for the final eight races and stretched his advantage entering the season-ending race at Riverside, Calif., in November.

The rookie panel, which included defending series champion Darrell Waltrip, Michael's older brother, met on the morning of the Riverside race to finalize the '86 rookie points and decide the award winner. The final tally showed Kulwicki the winner with 246 points and Waltrip the runner-up with 238 points.

The graduate engineer from Wisconsin had utilized his one car (he named "Sirloin" because it was so tough on so many tracks), two leased engines and two full-time crew members in producing a remarkable year. In 23 races during the '86 season, Kulwicki was able to record one top-five finish, four top-10 finishes and 14 top-15 finishes. He was the highest-finishing rookie in 18 of the races. He completed an amazing 94.7 percent of possible laps en route to the 1986 NASCAR Winston Cup Rookie-of-the-Year title.

"By all rights, I probably should have failed," said Kulwicki. "I learned a great deal in the early years. We've overcome the odds ever since the beginning of my Winston Cup career. But, I really don't know if I could ever go back and repeat what we did back then."

ALAN KULWICKI'S CAREER IS AN INSPIRATION TO ASPIRING YOUNG GRASS ROOTS RACING COMPETITORS

When Alan Kulwicki parked his go-kart and starter racing stock cars back in 1973, little did he know that he was launching a career that has become a major source of inspiration among today's young competitors.

Kulwicki's dramatic quest has led him from a dirt-track "bullring" located in Hales Corners, Wis., to claiming the NASCAR Winston Cup Championship for 1992.

Most impressive and motivating to young racers is the fact that Kulwicki's devotion to a dream and relentless determination has overcome financial disadvantages and has yielded success.

"Alan Kulwicki is probably the biggest inspiration young racers have out there today," said 21-year old Steve Hendren, Pacific Coast Region champion in the 1992 NASCAR Winston Racing Series. "He has proven that with an incredible amount of hard work, there can be light at the end of the tunnel.

"He had to be willing to make major changes personally, sacrifices like leaving a secure place and moving to the South. As we look toward our goal of racing Winston Cup, we know we'll have to do the same," said Hendren, a Santa Cruz, Calif., resident who won 25 features in 43 starts competing on small dirt-tracks. "We're planning on moving into asphalt full-time next year and maybe relocating to Nashville, Tenn., in an effort to further my career.

"Alan spent several years on asphalt short-tracks before he moved into the biggest NASCAR divisions. His persistence has paid off," said Hendren. "His career gives a young driver a series of goals to reach. It's sort of a pattern a racer can go by in trying to get to the top. He really has my respect."

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"Kulwicki's career just shows you that if you get the right breaks here and there and if you're truly dedicated at it you can be successful in this sport,"¹ said 21-year old Ricky Icenhower of Fair Grove, Mo., the Sunbelt Region champion of the 1992 NASCAR Winston Racing Series. "Everyone in this sport has their dreams and he has made us aware that those dreams can come true."

Said Kulwicki on his career:

"You can't look at all the work that it took to get from Hales Corners to Winston Cup or you might say that it just couldn't be done. I never did that. You have to have tunnel vision and never take your eyes off your goal. Like the great football coach Vince Lombardi once said, 'Obstacles are what you see when you take your eyes off the goal.' You have to be willing to forfeit other things in life if you have to. I'm not married. I don't have a family. I just built a house last year. I haven't had a real vacation since I don't know when. I guess I have quite a few things in life to look forward to."

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COMBINATION DRIVER/OWNER ALAN KULWICKI TAKES HISTORIC PATH TO 1992 NASCAR WINSTON CUP CHAMPIONSHIP

Under ironic yet just circumstances, Hooters Ford driver Alan Kulwicki won his first NASCAR Winston Cup championship during the season-ending Hooters 500 at Atlanta Motor Speedway.

Ironic.. because Kulwicki, a dual driver/car owner, defeated the odds to claim the title. Just.. because he won the championship in the final race for "King" Richard Petty, the last driving champion to own his race team.

"It was a storybook finish," Kulwicki said immediately after winning the closest points battle in Winston Cup history. "It's a special day for me to win my first championship in the race that is Richard Petty's last."

Kulwicki won the championship in a fashion most everyone deemed impossible with the competition the way it is in the modern era of the sport. Aside from the 37-year-old Kulwicki, consistently competitive combination driver/owners are an extinct breed. To say that he took an unconventional path to the top is an understatement. Kulwicki defeated the impossible.

Petty, who was in the interview room after the race when Kulwicki walked in, put the accomplishment in perspective.

"It's almost impossible (to win the title as a driver/owner)," said Petty who last won the points chase for Petty Enterprises in 1979. "But it's not impossible, 'cause he done it. He overcame the odds with determination, skill and luck. The main deal is the year is over and he'll always be remembered as this year's champion."

Because Petty's race cars were fielded by the family-owned Petty Enterprises in 1979, Kulwicki should be known historically as the first driver and sole owner of a racer to win the title since Rex White in 1960.

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"When I first came into Winston Cup racing, I just wanted to race. I just wanted to drive for somebody else," said Kulwicki. "I did it this way out of necessity. Eventually I got offers to drive for other people, but by the time I got the offers, I had so much invested in this team, I didn't want to give up on it."

Kuiwicki also entered the record book as the first driver to come from behind to take the title since Petty overtook Darrell Waltrip for the championship in the final race of the 1979 season.

He is the first champion to hold a college degree; a BS in engineering from the University of Wisconsin/Milwaukee (1977).

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ALAN KULWICKI “QUOTABLE” QUOTE COLLECTION

KULWICKI ON THE MATERIALISTIC VALUES IN RACING (December 10, 1989):

I believe in providing for necessities, rather than worrying about luxuries. I don't agree that having the most employees, the biggest and most elaborate race shop and the most race cars are the most important factors in this sport. None of that spells success on the race track. You don't race the race shop. You can only race one car and engine at a time. And, it isn't the sheer number of people employed in a business that makes it successful. It's the number who are actually working and achieving that counts."

KULWICKI ON THE GAMBLE OF PUTTING ASIDE A SUCCESSFUL SHORT-TRACK EFFORT, MOVING TO THE SOUTH, AND PURSUING A CAREER IN WINSTON CUP RACING (January 11, 1986):

"I've put everything on the line by selling all my short-track equipment and moving to the hotbed of Winston Cup racing. It's a case of there being no turning back now. I know my neck is 16 inches around and now we'll see just how long it is because I've stuck it out just about as far as possible. I'm thankful for the technical background I learned in my short-track racing and the business experience I have gained from running my own teams is invaluable. But everything until now has been just a prerequisite to Winston Cup. I realize that I'm just the little guy on the block right now, but so were Darrell Waltrip and Dale Earnhardt in the early stages of their careers. I'm going to give it a hundred percent of my effort to be as successful in this sport as they are today."

KULWICKI ON BEING A SUCCESSFUL COMBINATION CAR OWNER/DRIVER (after eclipsing the \$1 million mark in career winnings) (March 6, 1989):

"It's not like I always planned for it to happen this way. I always wanted to be a NASCAR Winston Cup driver, but initially I had hoped to move down here and drive for somebody else. The right set of circumstances never occurred for me to do that. Instead, my career went another course. Maybe we have shed the role of being the little, underfinanced team. But, I realize that because we are successful and do compete among the top teams as an owner/driver we'll always be viewed as being unique. And, that's not all bad. I think it's positive. I don't have a setup like Rick Hendrick or Junior Johnson. But, that's not necessarily what I'm after. There are some aspects with those teams that I try to implement. We should not be viewed as a small independent team. I'm confident that we can be successful somewhere in between."

KULWICKI ON HIS PERSONALITY AND HIS LEVEL OF INTENSITY (February 13, 1991): "My personality is pretty complex. It all doesn't surface at the race track. In the garage area, I'm pretty intense about what I'm doing. Coming up to me in the last practice is like coming up to a prizefighter between rounds of a fight. Other drivers might be more laid back and sociable, but I'm intense. It works for me. If I could get the job done and be easygoing at the same time, I would be. But if I have to bear down and concentrate, then that is what I do."

KULWICKI ON BEING LABELED A DEMANDING PERSON, A (January 10, 1990): "A lot in this business is based on reputation and it's easy to get cast in the role of being a certain type of person. I'd say that being a demanding person is one of the qualities that I've been cast with. And, Yes, I would say that I am demanding. It's good and necessary at least to a point. If you are not demanding of yourself and those around you, you're not going to get a hundred percent. I'm demanding, but I don't think I'd ever ask anyone to do anything that I wouldn't do myself or haven't already done. I'm demanding, but not unreasonable. Nobody's perfect. I'm certainly not. This is not a low-pressure or easy-going sport. I probably have been a perfectionist in the past, but I'm trying not to be one anymore. I realize that nothing is ever perfect. I've got a saying worked out for that: 'The pursuit of perfection is frustrating and a waste of time. No one is perfect. The pursuit of excellence is commendable and worthwhile. Therefore, strive for excellence and not perfection.'"

KULWICKI ON HIS EDUCATION (BS in Mechanical Engineering from the University of Wisconsin/Milwaukee in 1977) (December 12, 1989):

"Getting the education may have put me behind schedule a few years with my racing career, but it is paying off now and the future benefits are numerous. Personal and professional interaction is necessary for success in just about everything you do, especially in our sport. I feel that my education has prepared me to deal with sponsors, the media, officials and the general public in a professional manner. It has definitely been essential in the success of operating my own team. It's an asset that I'm proud of. And, yes, if I had it all to do over again, I'd still go after the college degree."

KULWICKI ON THE KEY TO HIS SUCCESS (January 7, 1990): "I've always been a goal-oriented person. If you don't set goals and then give a total effort toward reaching them, you'll never really have a sense of direction. This applies personally as well as professionally. The dictionary is the only place where you'll find success appearing before work. In every aspect of life, you have to have a strategy or game plan to go by and then strive your best to achieve it."

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CONCENTRATED QUALIFYING EFFORT SCORES KULWICKI MOST POLES IN '92; HE CAPTURES ELUSIVE BUSCH POLE AWARD CHAMPIONSHIP

After finishing as runner-up in the Winston Cup Busch Pole Award season-long competition for winning the most poles in three of the last five years, Alan Kulwicki and his Hooters Ford racing team laid claim to the elusive award in 1992.

Kulwicki won six poles to runner-up Sterling Marlin's five to prevail in the annual contest and pick up the \$30,000 bonus awarded at the annual NASCAR Awards Banquet held in New York City. In addition, the winning crew picked up a \$10,000 bonus.

"Three of the last five years I've had to sit in the audience at the NASCAR Banquet and watch as someone else took to the stage and accepted an award that had slipped through my hands," said Kulwicki. "Winning the most poles was a major goal during the '92 season and I'm extremely proud of our team for the accomplishment."

Kulwicki recorded pole wins this season at Bristol, Charlotte, Dover, Michigan and North Wilkesboro (2).

Since claiming his first pole position in 1987 for the Miller High Life 400 at Richmond, Va., Kulwicki has become the "time trial terror" for all the other competitors. His total 24 career poles tie him for 20th-place on the all-time list. Over the last six years, he has won more poles than any other driver.

He was involved in the closest battle ever for the annual Busch Pole Award during the 1989 season. Kulwicki and Mark Martin both finished the season with six poles each and officials had to resort to the number of outside poles for the tie-breaker. Martin had three second-place starts to Kulwicki's two.

Kulwicki also finished runner-up to Martin in the 1991 contest, claiming four poles compared to Martin's five. He won four poles in 1988, but he was topped by Bill Elliott's six.

Kulwicki won three pole positions in 1987 and one pole in 1990. He also has recorded 12 career outside pole positions.

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ALAN KULWICKJ PERSONAL DATA
AND BIOGRAPHICAL INFORMATION

BIRTHDATE: Dec. 14, 1954 WEIGHT: 160 lb.

HOMETOWN: Greenfield, Wisconsin

RESIDENCE: Charlotte, N.C.

HEIGHT: 5'10

MARITAL STATUS: Single

EDUCATION: Pius High School, Milwaukee, Wisconsin (1973)
BS in Mechanical Engineering, University of Wisconsin / Milwaukee
(1977)

* Childhood experiences molded Alan strong and independent. His mother died when he was in second grade. He, his father and his brother lived with his grandmother until Alan was in the seventh grade. It was then that his grandmother died. Alan's brother (a hemophiliac) died a year later.

* Father, Gerald Kulwicki, was a top engine-builder on the USAC circuit. He worked with six championship teams; three with driver Norm Nelson and three with Roger McCluskey as driver. Teams went more than six consecutive seasons without an engine failure. Because of the amount of time spent on the road and other hardships the elder Kulwicki faced with his career in racing, he did not actively encourage Alan to go racing.

* Alan Kulwicki on his childhood:

"At times I resented the fact that he (his father) didn't want me to race and did little to promote my career. I always felt that he could have pulled some strings, but he never did. He never invested his own money in my cars, but I could always go and ask him questions. He just had a different perspective. He knew how difficult it was to be successful and he didn't want me to get hurt. I was all he had left. Now he is my biggest fan.

"I don't want to paint a picture that dad did a bad job of raising me. There are certain things a mother is supposed to do and a father can't.

"You are a product of your environment. It would have been nice at times to have a pat on the back or someone giving me moral support but I had to find that within myself. If I could have had things my way, it probably would have been different. It would have been better if my mother had remained alive to be an important person in my life, but some things happen that are out of your control. In spite of that, I'm happy with the way I ended up as a person.

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- * Played football during freshman year of high school and started racing go-karts. Chose racing over football during sophomore year and, "wasn't a cool guy anymore" in school.
- * Began racing stock cars in 1974 at Hales Corners Speedway near home. Won one feature that summer (at Leo's Speedway in Oshkosh, Wis.) Named Midwest Racing News Rookie-of-the-year.
- * Focused attention in 1975 on adapting to college life and raising his grades.
- * Mixed racing hobby and college through 1977. Mixed job as engineer and racing through 1979. After winning track championships on Wisconsin short tracks at Slinger and Kaukauna, he chose racing full-time.
- * Ran five seasons on American Speed Association (ASA) tour (1981-1985) and competed in several NASCAR Bush Grand National races. Recorded five career ASA wins and 12 career ASA pole positions. Won the 1983 Miller 200 at Milwaukee. Finished third in ASA points in 1982 and 1985; fourth in 1981.
- * Committed himself to NASCAR Winston Cup racing career during 1985. Ran five Winston Cup races that year for car owner Bill Terry. Sold all of his short-track equipment in Wisconsin at the end of the season and relocated to the Charlotte area.
- * With one race car, two engines and two full-time crew members, Kulwicki competed in 23 races in 1986 and won the Rookie-of-the-year title.
- * Has competed in every NASCAR Winston Cup race since the beginning of the 1987 season. Has competed as combination car owner/driver in every race since the 3/2/86 event at Rockingham, North Carolina.
- * First win came in 85th start. Came at Phoenix International Raceway on Nov. 6, 1988.
- * First pole position came 31st attempt. Came at Richmond International Raceway on March 8, 1987.
- * Finished 8th in 1990 Winston Cup points; 13th in 1991; 14th in 1988 and 1989; 15th in 1987; 21st in 1986; 40th in 1985.
- * 1992 NASCAR WINSTON CUP CHAMPION!

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KULWICKI'S UNCONVENTIONAL PATH TO THE '92 WINSTON CUP TITLE: THE ULTIMATE TRIUMPH FOR THE "LITTLE GUY"

When Alan Kulwicki blasted out of the fourth turn of Atlanta Motor Speedway on the final lap to take the checkered flag just behind Bill Elliott and win the 1992 NASCAR Winston Cup Championship, the ovation was tremendous.

When Kulwicki stopped on the start/finish line after his cooldown lap, made a U-turn and cruised the 1.522-mile track in the opposite direction.. performing his patented "Polish Victory Lap".. the crowd was ecstatic.

David Webster, a 25-year-old mechanic from Americus, Ga., was still celebrating Kulwicki's dramatic and unexpected championship win two hours after the race was over. Webster and his party of friends had witnessed the battle from the turn-two area of the massive infield.

"It was a hell of a race and a big win for the little man," said Webster. "Bill (Elliott) won the race, but Alan took the championship. ~Kulwicki didn't win the battle, but he sure won the war.

"Kulwicki may not be from the South, but I can still identify with him. I respect him and admire him for where he's come from and what he's done," said Webster. "I went from high school to trade school and have been bustin' my tail ever since. Before it's all over, I'll have my own garage. I know I will."

Webster's accolades of the combination driver/owners accomplishments exemplify the overwhelming positive response pouring into the Kulwicki camp after his historic championship run.

Kulwicki won the championship by 10 points over the team of driver Elliott and car owner Junior Johnson. He became the first man since Richard Petty, in 1979, to win the NASCAR Winston Cup Championship in a dual role of driving the team car and signing the team member's paychecks.

Through the years since forming his own team back in 1986, Kulwicki's team has expanded. But the growth of Alan Kulwicki Racing has weighed in far more in results than in size. His current roster of 16 full-time employees, including his engine department, his secretary and himself, makes his the smallest of the sport's top teams.

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Throughout much of his career, Kulwicki has worn a patch bearing the "Mighty Mouse" cartoon character on his uniform. In the Atlanta finale, with the '92 driving title on the line, Kulwicki's team removed the first two letters of the Ford model (Thunderbird) front-end decals to prominently spell out "UNDFRBIRD." Another Mighty Mouse patch was affixed to replace the missing letters.

"I think I've been the underdog through the majority of my career," said Kulwicki. "I've been tie guy the little guy pulls for, not just during the race at Atlanta to decide the championship, but I've filled that role for the biggest part of my years in racing.

"When I won the rookie of A-he year title in '86, I 'was the underdog. I had one car and two engines," Kulwicki said. "In February or March of that year, I didn't have an existing team. I've been the little guy, or somewhat underfinanced throughout much of my career. I don't mean to say that we're underfinanced now, because we have good backing from Hooters Restaurants and Ford Motor Company. But, as a combination driver and team owner, I've taken a non-conventional path to get here.

"When I first came here, I just wanted to drive for somebody else. I did it this way out of necessity," said Kulwicki. "Eventually I got offers to drive for other people, but by the time I got other offers, I had so much invested in this team, I didn't want to give up on it."

Ironically, one of the offers he received just two years ago came from Johnson's organization, the very team he defeated for the '92 championship.

"When I didn't abandon my team and go drive for what people said was the best, well, people thought I was crazy," said Kulwicki. "But perseverance, hard work and determination had helped me reach this point. I didn't want to have to look back and wonder if I could have ever done it this way. It was a storybook ending. We beat that team and one of the reasons was I stood hard and fast on my decision to stand on my own.

"I may not be the underdog in the future, but hopefully I'll always be an inspiration to some of the short-track racers around the country, people trying to work their way up, aspiring to do this. It's tough to make it on the Winston Cup circuit. The odds of making it are slim. But the fact that I did it and did it without being independently wealthy or anything like that might be a bit of an inspiration to other guys out there. So, I might not be the underdog per se, but maybe I'll always be a bit of an inspiration to the little guys out there."

Kulwicki is inspiring to guys like David Webster, that's for sure.

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ADD "CHAMP" TO LIST OF NICKNAMES GIVEN RACER ALAN KULWICKI

Alan Kulwicki brought the nickname "Special K" with him when he moved south in 1985 to pursue a career in NASCAR Winston Cup stock car racing. He was dubbed racing's "Polish Prince" by his chief rival during his successful bid for the 1986 rookie title. He was labeled "Slider" by a veteran crew chief in 1989. Some of his close circle of friends simply call him "Kool."

When the checkered flag fell on his orange and white Hooters Ford Thunderbird during the Nov. 15 Hooters 500 in Atlanta, the 37-year-old Kulwicki earned another nickname. Now he's known as the current "Champ." Until another NASCAR season ends next fall at Atlanta, nobody can possibly take that designation away from him.

Some background on the Kulwicki nicknames:

"There's a pretty humorous story behind the 'Special K' nickname," said Kulwicki. "We were taking a race car down to Charlotte to run in my first sportsman--now Busch Grand National--race back in 1980. One of the crew guys was talking on the CB radio when a trucker asked who was the driver of the race car.

"When my friend replied that Alan Kulwicki was the driver, the trucker chuckled and asked, 'Alan who?'" explained Kulwicki. "My friend then said, 'Never mind, the driver is Special K.'

"The trucker then fired back on the radio, 'that's Special K. read you loud and clear.'

"So the real reason for the nickname is that a truck driver either could not pronounce my name or he just simply refused to accept a 'good ole boy' named Kulwicki.

"The nickname spread back to the ASA circuit and Gary Poindexter, the circuit's announcer, began regularly introducing me as 'Special K,'" said Kulwicki. "It's a name that the fans readily accepted and it followed me through the years."

Kulwicki was officially dubbed Winston Cup racing's "Polish Prince" by 1986 rookie rival Michael Waltrip during an interview with Ray Cooper, then auto racing writer for the Greensboro News & Record. In the Oct. 16, 1986 interview, Waltrip acknowledged that the competition for the year's rookie title had seen several "name drivers" such as

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Derrike Cope, Pancho Carter, Davey Allison and Kirk Bryant fall by the wayside and the battle for the honor had come down to one between himself and "the Polish Prince."

Kulwicki has personally enhanced this nickname with his post-race on-track antics. Following his first career Winston Cup win at Phoenix in 1988 and immediately after taking his first Winston Cup championship at Atlanta, Kulwicki celebrated by taking his patented, self-proclaimed "Polish Victory Lap." The stunt saw him slow almost to a stop, make a "U-turn" and circle the track in a clockwise, rather than the usual counterclockwise, direction.

"The victory lap was done all in fun,"¹ said Kulwicki. "It's the way we celebrated our first win out in Phoenix. Since a lot of people down South didn't get to see it, we decided to do it again in celebrating our first championship. We'll probably retire it now."

Veteran crew chief J.C. "Jake" Elder nicknamed Kulwicki "Slider" for his uncanny qualifying ability. Elder, a crusty 25-year master of the sport took notice that while even though Kulwicki might not be among the fastest drivers clocked during practice, he certainly could not be overlooked when it came to winning the pole position for races.

Impressed by Kulwicki "sliding in" fast laps to claim consecutive pole positions for summer races in 1989 at Bristol and Darlington, Elder fondly proclaimed him "Slider."

"It's a nickname that caught on among the insiders of racing," said Kulwicki. "I have a lot of respect for Jake Elder and the fact that he came up with the nickname is flattering to me."

Sponsorship from an antifreeze/coolant company (ZEREX) for the 1987-1990 seasons, coupled with his "cool-and-always-calculating" approach to racing and his unusual (to the sport) surname led some close friends and associates to refer to Kulwicki simply as "Kool."

A brilliant 1992 Winston Cup season which produced two wins, 11 top-five finishes and 17 top-10 finishes has produced his latest nickname.

As the 1992 NASCAR Winston Cup champion, these days they're calling Alan Kulwicki. . "Champ."

ALAN KULWICKI'S RUN TO THE 1992 NASCAR WINSTON CUP CHAMPIONSHIP
RACE-BY-RACE POINTS BREAKDOWN

Date	Location	St.	Fin.	Points	Bonus	Total	Position/deficit to 1st
2/16	Daytona	41	4	160	0	160	4th/-25 to Allison
3/1	Rockingham	7	31	70	0	230	11th/-130 to Allison
3/8	Richmond	5	2	170	0	400	7th/-125 to Allison
3/15	Atlanta	8	7	146	5	551	6th/-144 to Allison
3/29	Darlington	25	18	109	5	665	7th/-200 to Allison
4/5	Bristol	1	1	175	10	850	Sth/-99 to Allison
4/12	N. Wilkesboro	1	7	146	10	1006	Sth/-123 to Allison
4/26	Martinsville	9	16	115	10	1131	Sth/-83 to Allison
5/3	Talladega	20	6	150	0	1281	4th/-118 to Allison
5/24	Charlotte	8	7	146	5	1432	4th/-132 to Allison
5/31	Dover	37	12	127	5	1564	Sth/-130 to Allison
6/7	Sears Point	7	14	121	5	1690	Sth/-83 to Allison
6/14	Pocono	6	1	175	10	1875	3rd/-58 to Allison
6/21	Michigan	4	3	165	5	2045	3rd/-73 to Allison
7/4	Daytona	26	30	139	5	2123	3rd/-134 to Allison
7/19	Pocono	10	3	160	5	2293	3rd/-47 to Elliott
7/26	Talladega	18	25	88	0	2381	3rd/-120 to Allison
8/9	Watkins Glen	17	7	146	0	2527	3rd/-94 to Elliott
8/16	Michigan	1	14	121	5	2653	4th/-143 to Elliott
8/29	Bristol	5	5	155	5	2813	3rd/-133 to Elliott
9/6	Darlington	9	8	142	0	2955	3rd/-161 to Elliott
9/12	Richmond	4	15	118	0	3073	3rd/-164 to Elliott
9/20	Dover	1	34	86	5	3139	4th/-278 to Elliott
9/28	Martinsville	10	5	155	5	3299	3rd/-191 to Elliott
10/5	N. Wilkesboro	1	12	127	5	3431	3rd/-141 to Elliott
10/11	Charlotte	1	2	170	5	3606	3rd/-47 to Elliott
10/25	Rockingham	8	12	127	0	3733	3rd/-85 to Elliott
11/1	Phoenix	3	4	160	5	3898	2nd/-30 to Allison
11/15	Atlanta	14	2	170	10	4078	*1st/+10 on Elliott

*** First time Alan Kulwicki led the NASCAR Winston Cup Points Standings since the conclusion of the 4/2/89 TransSouth 500 at Darlington International Raceway.**

Kulwicki finished: 7th in the 2/19/89 Daytona 500
 2nd in the 3/5/89 Rockingham 500
 16th in the 3/19/89 Atlanta 500
 2nd in the 3/26/89 Richmond 400
 7th in the 4/2/89 Darlington 500

.....to take the lead.
 He had 767 points (1st) to Dale Earnhardt's 749 (2nd)
 to Geoff Bodine's 730 (3rd)
 to Sterling Marlin's 728 (4th)
 to Rusty Wallace's 701 (5th)

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ALAN KULWICKI/HOOTERS RESTAURANTS FORD RACING TEAM
1992 STATISTICS/CAREER BRIEF

<u>Date</u>	<u>Race/Location</u>	<u>St</u>	<u>Fn</u>	<u>Pos Laps</u>	<u>/Laps Led</u>	<u>\$\$\$Won</u>	<u>Status</u>
Feb. 9	Busch Clash# Daytona Beach, Fla	9	5	20/20	0/0	16,500	Running
Feb.13	125-mile Qualifying Race# Daytona Beach, Fla.	14	24	4/50	0/0	2,200	Wreck
Feb. 16	Daytona 500 by STP Daytona Beach, Fla.	41	4	200/200	0/0	87,500	Running
March 1	Goodwrench 500 Rockingbam, N.C.	7	31	356/492	0/0	9,075	Running
March 8	Pontiac Excitement 400 Richmond, Va.	5	2	400/400	0/0	36,525	Running
March 15	Motorcraft Parts 500 Atlanta, Ca.	8	7	328/328	*2/53	20,850	Running
March 29	TranSouth 500 Darlington, S.C.	25	18	358/367	*2/6	10,385	Engine
April 5	Food City 500 Bristol, Tenn.	1	1	500/500	**4/282	83,360	Running
April 12	First Union 400 North Wilkesboro, N.C.	1	7	400/400	**2/182	21,990	Running
April 26	Hanes 500 Martinsville, Va.	9	16	464/500	**1/219	25,200	Running
May 3	Winston 500 Talladega, Ala	20	6	188/188	0/0	25,315	Running
May 16	The Winston# Charlotte, N.C.	14	7	70/70	0/0	23,000	Running
May 24	Coca-Cola 600 Charlotte, N.C.	8	7	400/400	*6/41	39,850	Running
May 31	Budweiser 500 Dover, Del.	37	12	497/500	*1/3	14,590	Running
June 7	Save Mart 300 Sonoma, Calif.	7	14	74/74	*1/5	14,255	Running
June 14	Champion Spark Plug 500 Long Pond, Pa.	6	1	200/200	**7/58	74,295	Running
June 21	Miller Genuine Draft 400 Brooklyn, Mich.	4	3	200/200	*3/22	38,215	Running
July 4	Pepsi 400 Daytona Beach, Fla.	26	30	144/160	*1/1	13,105	Running
July 19	Miller Genuine Draft 500 Long Pond, Pa.	10	3	200/200	*4/55	42,095	Running
July 26	Diehard 500 Talladega, Ala.	18	25	185/188	0/0	14,700	Running
Aug. 9	Budweiser at the Glen Watkins Glen, N.Y.	17	7	51/51	0/0	20,095	Running
Aug. 16	Champion Spark Plug 400 Brooklyn, Mich.	1	14	199/200	*3/47	19,915	Running
Aug. 29	Bud 500	5	5	499/500	*2/3	19,800	Running

	Bristol, Tenn.						
Sept. 6	Mountain Dew Southern 500	9	8	298/298	0/0	17,890	Running
	Darlington, S.C.						
Sept. 12	Miller Genuine Draft 400	4	15	399/400	0/0	12,855	Running
	Richmond, Va.						
Sept. 20	Peak 500	1	34	91/500	*1/1	12,855	Wreck
	Dover, Del.						
Sept. 28	Goody's 500	10	5	500/500	*1/2	23,330	Running
	Martinsville, Va.						
Oct. 5	Tyson Holly Farms 400	1	12	397/400	*1/34	18,950	Running
	North Wilkesboro, N.C.						
Oct. 11	Mello Yello 500	1	2	334/334	*4/63	89,000	Running
	Charlotte, N.C.						
Oct. 25	AC-Delco 500	8	12	489/492	0/0	15,500	Running
	Rockingham, N.C.						
Nov. 1	Pyroil 500	3	4	312/312	*2/49	25,730	Running
	Phoenix, Ariz.						
Nov. 15	Hooters 500	14	2	328/328	*3/103	56,000	Running
	Atlanta, Ga.						

#Non-points event. *led lap (s) for 5-pt. Bonus. **led most laps for 10-pt bonus

KULWICKI YEAR-TO-DATE RECAP:

<u>Starts</u>	<u>Wins</u>	<u>Top-5</u>	<u>Top-10</u>	<u>Times Led</u>	<u>poles</u>	<u>points Information</u>
29	2	11	17	/Laps Led	6	Champion (4,018 Points)
				51/1,232		
<u>lap Completion Information:</u>				<u>1992 \$\$\$ Won</u>		
8,990/9,612 = 93.57%				\$ 947,010		

KULWICKI CAREER BRIEF:

<u>Starts</u>	<u>Wins</u>	<u>Top-5</u>	<u>Top-10</u>	<u>Poles</u>	<u>\$\$\$ Won</u>
202	5	36	72	24	\$ 3,518,133

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ALAN KULWICKI
HOOTERS FORD RACING TEAM
1992 NASCAR WINSTON CUP CHAMPIONS!!!!



TEAM SPONSOR:

Alan Kulwicki #7

EVENT SPONSOR:

HOOTERS 500
Atlanta Motor Speedway

CONTACT: Tom Roberts/TRPR (205) 582-3711
Mark Brooks/Hooters (404) 951-2040

ALAN KULWICKI'S NASCAR WINSTON CUP RECORD

IN CHRONOLOGICAL ORDER

<u>DATE</u>	<u>LOCATION</u>	<u>START</u>	<u>FINISH</u>	<u>STATUS</u>	<u>LAPS</u>	<u>\$\$\$ WON</u>
09-08-85	Richmond	25	19	Running	392/400	1,250
09-15-85	Dover	30	21	Ignition	412/500	1,650
10-06-85	Charlotte	24	13	Running	324/334	4,200
10-20-85	Rockingham	25	27	Transm.	398/492	1,625
11-03-85	Atlanta	25	22	Running	317/328	1,565

BRIEF: Five starts.. .best finish was 13th.. completed 89.7% of possible laps.. .won \$10,290.. finished 40th in Winston Cup points race.

03-02-86	Rockingham	27	15	Running	483/492	3,870
03-16-86	Atlanta	32	14	Running	325/328	3,525
04-06-86	Bristol	22	15	Running	483/500	2,000
04-13-86	Darlington	29	11	Running	344/367	3,900
04-20-86	North Wilkesboro	12	18	Running	395/400	1,655
04-27-86	Martinsville	16	4	Running	496/500	8,350
05-18-86	Dover	24	23	Overheating	317/500	1,550
05-25-86	Charlotte	29	27	Running	382/400	2,500
06-15-86	Michigan	32	16	Running	198/200	4,025
07-04-86	Daytona	32	10	Running	160/160	7,600
07-20-86	Pocono	28	22	Oil Line	143/150	2,250
07-27-86	Talladega	28	32	Clutch	112/188	2,485
08-17-86	Michigan	14	14	Runnig	198/200	4,210
08-23-86	Bristol	17	10	Running	494/500	3,550
08-31-86	Darlington	23	12	Running	360/367	5,390
09-07-86	Richmond	13	15	Running	387/400	1,710
09-14-86	Dover	25	7	Running	497/500	5,600
09-21-86	Martinsville	12	13	Running	493/500	2,320
09-28-86	North Wilkesboro	6	17	Running	394/500	2,495
10-05-86	Charlotte	7	14	Running	329/334	5,250
10-19-86	Rockingham	21	12	Running	486/492	4,625
11-02-86	Atlanta	20	18	Running	321/328	2,485
11-16-86	Riverside	41	24	Running	101/119	2,105

BRIEF: 1986 NASCAR Winston Cup Rookie-of-the-Year in only 23 races.. best finish was fourth in the spring event at Martinsville. . completed 94.7% of possible laps.. .posted one top-five and four top-b finishes.. won \$94,450.. finished in the 21st position in Winston Cup points.

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<u>DATE</u>	<u>LOCATION</u>	<u>START</u>	<u>FINISH</u>	<u>STATUS</u>	<u>LAPS</u>	<u>WON</u>
02-15-87	Daytona	37	15	Running	198/200	22,740
03-01-87	Rockingham	40	25	Running	440/492	5,840
03-08-87	Richmond	1	6	Running	400/400	15,370
03-15-87	Atlanta	23	33	Engine	87/327	5,490
03-29-87	Darlington	34	14	Running	361/367	7,375
04-05-87	North Wilkesboro	19	4	Running	400/400	12,935
04-12-87	Bristol	5	5	Running	500/500	11,605
04-26-87	Martinsville	8	28	Oil Line	185/500	4,970
05-03-87	Talladega	28	34	Engine	30/178	6,175
05-24-87	Charlotte	10	27	Accident	229/400	6,945
05-31-87	Dover	17	15	Accident	485/500	7,275
06-14-87	Pocono	10	30	Running	150/200	5,765
06-21-87	Riverside	25	28	Running	84/95	4,150
06-28-87	Michigan	20	31	Engine	163/200	5,900
07-04-87	Daytona	15	32	Engine	120/160	5,130
07-19-87	Pocono	2	2	Running	200/200	32,880
07-26-87	Talladega	13	23	Running	180/188	7,445
08-09-87	Watkins Glen	19	6	Running	90/90	13,875
08-16-87	Michigan	2	6	Running	200/200	15,795
08-22-87	Bristol	4	11	Running	493/500	6,325
09-06-87	Darlington	6	40	Oil Pump	77/202	4,500
09-13-87	Richmond	1	23	Accident	241/400	8,810
09-20-87	Dover	1	14	Running	493/500	5,600
09-27-87	Martinsville	22	6	Running	497/500	10,500
10-04-87	North Wilkesboro	5	7	Running	398/400	9,035
10-11-87	Charlotte	14	29	Accident	127/334	6,835
10-25-87	Rockingham	11	18	Running	485/492	6,940
11-08-87	Riverside	7	11	Running	119/119	8,655
11-22-87	Atlanta	13	6	Running	327/328	14,110

BRIEF: Three Busch pole positions.. three top-five finishes and nine top-10 finishes.. .won the Van Camp's Award for non-winners (\$25,000 bonus).. let the 7/19 Pocono race but was passed by Dale Earnhardt on the final lap.. won a total of \$369,989 for the season.. finished 15th in Winston Cup points.

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<u>DATE</u>	<u>LOCATION</u>	<u>START</u>	<u>FINISH</u>	<u>STATUS</u>	<u>LAPS</u>	<u>WON</u>
02-14-88	Daytona	16	32	Running	148/200	14,410
02-21-88	Richmond	5	21	Crankshaft	393/400	4,045
03-06-88	Rockingham	2	4	Running	492/492	14,330
03-20-88	Atlanta1	2	39	Engine	29/328	4,515
03-27-88	Darlington	3	2	Running	367/367	30,905
04-10-88	Bristol	2	19	Running	383/500	4,940
04-17-88	North Wilkesboro1	6	15	Running	396/400	5,330
04-24-88	Martinsville	8	20	Engine	392/500	5,850
05-01-88	Talladega	26	22	Running	185/188	7,760
05-29-88	Charlotte	9	3	Running	400/400	38,100
06-05-88	Dover	1	6	Running	499/500	16,400
06-12-88	Riverside	20	38	Oil Pressure	39/95	3,135
06-19-88	Pocono	1	27	Engine	127/200	7,650
06-26-88	Michigan	6	21	Running	195/200	6,725
07-02-88	Daytona	21	40	Engine	1/160	4,790
07-24-88	Pocono	3	8	Running	200/200	11,425
07-31-88	Talladega	32	19	Running	188/188	7,110
08-14-88	Watkins Glen	22	19	Running	90/90	5,825
08-21-88	Michigan	8	36	Engine	104/200	4,955
08-27-88	Bristol	1	5	Running	499/500	16,410
09-04-88	Darlington	3	15	Running	365/367	8,735
09-11-88	Richmond	31*(2)	5	Running	400/400	15,825
09-18-88	Dover	2	31	Accident	326/500	4,825
09-25-88	Martinsville	6	2	Running	500/500	28,225
10-09-88	Charlotte	1	28	Accident	193/334	24,650
10-16-88	North Wilkesboro	2	29	Engine	297/400	2,850
10-23-88	Rockingham	2	26	Handling	379/492	5,140
11-06-88	Phoenix	21	1	Running	312/312	54,100
11-20-88	Atlanta	12	25	Accident	250/328	5,230

* qualified 2nd, elected to change tire brands and start from rear.

BRIEF: First career victory at Phoenix on 11-6-88.. four Busch pole positions.. .seven top-five finishes and nine top-b finishes.. .won Van Camp's award for second consecutive year.. .won \$448,547... finished 14th in Winston Cup points.

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<u>DATE</u>	<u>LOCATION</u>	<u>START</u>	<u>FINISH</u>	<u>STATUS</u>	<u>LAPS</u>	<u>WON</u>
02-19-89	Daytona	9	7	Running	200/200	52,325
03-05-89	Rockingham	12	2	Running	492/492	29,600
03-19-89	Atlanta	1	16	Running	316/328	11,195
03-26-89	Richmond	4	2	Running	400/400	28,625
04-02-89	Darlington	3	7	Running	366/367	10,750
04-09-89	Bristol	3	20	Running	458/500	6,075
04-16-89	North Wilkesboro	13	2	Running	400/400	25,575
04-23-89	Martinsville	2	22	Running	450/500	8,055
05-07-89	Talladega	29	13	Running	188/188	11,785
05-28-89	Charlotte	1	23	Engine	371/400	58,500
06-04-89	Dover	17	25	Running	444/500	5,150
06-11-89	Sears Point	7	36	Running	55/74	4,330
06-18-89	Pocono	15	34	Engine	96/200	5,025
06-25-89	Michigan	3	36	Flywheel Bolt	119/200	6,110
07-01-89	Daytona	9	5	Running	160/160	19,855
07-23-89	Pocono	4	39	Engine	10/200	4,825
07-30-89	Talladega	12	30	Accident	145/188	6,395
08-13-89	Watkins Glen	10	39	Engine	5/90	4,205
08-20-89	Michigan	3	10	Running	200/200	14,700
08-26-89	Bristol	1	2	Running	500/500	30,875
09-03-89	Darlington	1	32	Engine	184/367	8,005
09-10-89	Richmond	14	15	Running	372/400	6,925
09-17-89	Dover	2	32	Engine	274/500	5,075
09-24-89	Martinsville	8	26	Accident	316/500	4,450
10-08-89	Charlotte	7	28	Cylinder head	278/334	5,970
10-15-89	North Wilkesboro	17*	11	Running	398/400	6,275
10-22-89	Rockingham	1	9	Running	490/492	13,225
11-05-89	Phoenix	3	11	Running	312/312	20,770
11-19-89	Atlanta	1	13	Running	325/328	11,250

* qualifying rained out, field set by points standings.

BRIEF: Recorded six pole positions and two outside poles as he passed the \$1 million mark in career earnings.. posted four runner-up finishes.. .had five top-five and nine top-b finishes.. won \$501,295.. finished 14th in the Winston Cup points battle.

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<u>DATE</u>	<u>LOCATION</u>	<u>START</u>	<u>FINISH</u>	<u>STATUS</u>	<u>LAPS</u>	<u>WON</u>
02-18-90	Daytona	25	35	Running	180/200	19,835
02-25-90	Richmond	3	24	Running	358/400	7,025
03-04-90	Rockingham	3	27	Timing Chain	415/492	6,800
03-18-90	Atlanta	31	8	Running	327/328	11,625
04-01-90	Darlington	14	23	Accident	295/367	6,750
04-08-90	Bristol	21	31	Oil Pan	126/500	4,600
04-22-90	North Wilkesboro	10	11	Running	399/400	6,675
04-29-90	Martinsville	20	25	Oil Pump	332/500	5,725
-05-06-90	Talladega	7	13	Running	186/188	12,010
05-27-90	Charlotte	3	6	Running	400/400	23,775
-06-03-90	Dover	7	24	Running	413/500	6,250
06-10-90	Sears Point	21	11	Running	74/74	9,400
06-17-90	Pocono	10	34	Accident	165/200	6,850
-06-24-90	Michigan	24	6	Running	200/200	17,125
07-07-90	Daytona	12	2	Running	160/160	38,700
07-22-90	Pocono	9	17	Running	199/200	8,350
07-29-90	Talladega	5	4	Running	188/188	24,750
08-12-90	Watkins Glen	9	11	Running	90/90	10,040
08-19-90	Michigan	1	11	Running	200/200	13,000
08-25-90	Bristol	10	6	Running	500/500	10,325
09-02-90	Darlington	8	3	Running	367/367	23,340
09-09-90	Richmond	4	26	Running	354/400	5,905
09-16-90	Dover	5	29	Engine	342/500	5,775
09-23-90	Martinsville	19	6	Running	500/500	10,975
09-30-90	North Wilkesboro	6	9	Running	400/400	7,125
10-07-90	Charlotte	41	5	Running	334/334	24,757
10-21-90	Rockingham	3	1	Running	492/492	53,300
11-04-90	Phoenix	11	6	Running	312/312	12,225
11-18-90	Atlanta	3	8	Running	327/328	10,650

BRIEF: One win, five top-five finishes and 13 top-10's. one pole position... finished eighth in Winston Cup points... led laps in 10 races during the year.. completed 88.8 percent of all possible laps.. won \$550,936 for the year.

-MORE-

<u>DATE</u>	<u>LOCATION</u>	<u>START</u>	<u>FINISH</u>	<u>STATUS</u>	<u>LAPS</u>	<u>WON</u>
02-17-91	Daytona	27	8	Running	199/200	52,450
02-24-91	Richmond	3	5	Running	400/400	19,025
03-03-91	Rockingham	8	17	Running	485/492	12,800
03-17-91	Atlanta	1	8	Running	327/328	20,150
04-07-91	Darlington	6	34	Accident	186/367	11,135
04-14-91	Bristol	5	26	Running	434/500	9,875
04-21-91	North Wilkesboro	2	29	Accident	323/400	8,675
04-28-91	Martinsville	8	9	Running	497/500	12,500
05-05-91	Talladega	15	27	Running	136/188	12,590
05-26-91	Charlotte	8	35	Accident	205/400	11,965
06-02-91	Dover	4	14	Running	494/500	12,300
06-09-91	Sears Point	7	17	Running	74/74	11,275
06-16-91	Pocono	2	16	Running	200/200	12,500
06-23-91	Michigan	5	24	Running	196/200	12,715
07-06-91	Daytona	17	14	Running	160/160	14,070
07-21-91	Pocono	1	16	Running	177/179	17,424
07-28-91	Talladega	10	16	Running	187/188	14,550
08-11-91	Watkins Glen	12	23	Radiator	82/90	10,680
08-18-91	Michigan	1	8	Running	200/200	21,000
08-24-91	Bristol	5	1	Running	500/500	61,400
09-01-91	Darlington	7	35	Engine	148/367	10,710
09-07-91	Richmond	2	6	Running	400/400	13,500
09-15-91	Dover	1	24	Engine	323/500	15,800
09-22-91	Martinsville	6	22	Running	485/500	9,550
09-29-91	North Wilkesboro	4	10	Running	400/400	13,355
10-06-91	Charlotte	3	3	Running	333/334	47,250
10-20-91	Rockingham	16	33	Engine	318/419	10,750
11-03-91	Phoenix	5	4	Running	312/312	22,600
11-17-91	Atlanta	8	9	Running	326/328	16,000

BRIEF: Won one race and recorded four pole positions. posted four top-five finishes and 11 top-10s... finished 13th in Winston Cup points race.. .won \$595,614 for the season.