BULLSMUN IV

Talladega Nights: 2001 FRCD Meeting and Nascar Season

Letter From the Dias

Carter Smith (Director)

Hi drivers! I graduated in May with a dual degree in Geography and International Studies. I currently work as a Utilities Designer at Lineworks Engineering making electrical and lighting poles for Tampa Electric Company. I was a member of USF during our first competitive semester, and I have been present for all iterations of BullsMUN, and I was the Secretary General for BullsMUN II in 2024. I watched USF Model UN grow from a club too small to run a crisis simulation to one of the premier Model UN organizations in the United States. I have been pushing for a NASCAR committee for a very long time, having grown up watching Nascar. I have always viewed the late 1990s through the 2000s to be NASCAR's prime, especially from 2000 to 2004 before the NASCAR Chase and other gimmicks were implemented. I am very excited to welcome you all to BullsMUN in October and wish you all good luck!

An Introduction to NASCAR and the FRCD

Nascar, the National Association for Stock Car Auto Racing, is the primary governing body for the sport known as stock car racing. Stock car racing is called such due to the fact that unlike racing like grand prix (Formula One), IndyCar, LMP, or GT racing, the cars used are based on mass market cars that anyone can buy, granted this is not the case anymore and cars simply are designed to resemble a car on the showroom floor.



Stock car racing comes from the Deep South during the Prohibition era, as many bootleggers would drive normal looking cars to avoid suspicion, but under the body there were extensive modifications made to their cars to outrun law enforcement once they were inevitably tipped off. Eventually these bootleggers would begin meeting up at local race tracks to race each other in their souped up cars, typically on dirt or sand, with premier sites such as Daytona Beach, long before the superspeedway. Of course where there's competition, there's money to be made. Shady race promoters were always looking for ways to scam and cheat the racers, such as skipping town with the money without paying drivers, leading to a negative experience for both racers and fans from the constant scheming. Daytona Beach based race promoter Bill France Sr., often called "Big Bill," following his founding of a prior sanctioning body for the 1947 season as a sort of experiment, surmised that stock car racing could be a major spectator sport if given the proper footing and on December 14, 1947, invited drivers and trusted race promoters to the rooftop bar of the Streamline Hotel to begin construction of a sanctioning body for the sport. 69 days later, the meeting adjourned and NASCAR was formed.



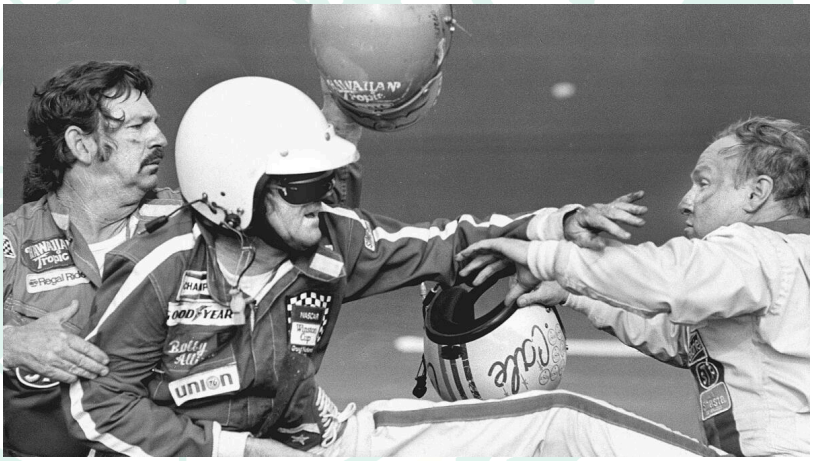


NASCAR expanded throughout the Southeastern United States throughout the 50s and 60s, and drivers like Junior Johnson, Wendell Scott, and Lee Petty. However, it was Lee's son Richard Petty who helped NASCAR to a status as a respected form of motorsport, eventually becoming considered the greatest driver in the history of the sport even to this day.

It is during this period we find the first stirrings of a driver's union. In 1961, inspired by unions formed in other sports in the 1950s such as the NFLPA, MLBPA, and NBPA, disgruntled drivers began organizing their own union, led by driver Curtis Turner and leader of the Teamster's Union Jimmy Hoffa. When France discovered this, he banned

Turner “for life” (he eventually rescinded the ban after 4 years to bring attendance up). Following this Petty attempted to form another union, the Professional Drivers Association in 1969 to avoid a catastrophe at the new Talladega Superspeedway due to a tire blowout issue. This effort also failed due to pressure from France.

In 1979, NASCAR broke out of its regional confines. CBS was the first network to broadcast a 500 mile race from start to finish live, the 1979 Daytona 500, something even the Indianapolis 500 had never done. This by itself was a major asset for NASCAR, as there were only 3 national television channels at the time virtually guaranteeing a large audience. However, a large snowstorm led to almost every person in the entire Northern United States unable to leave their houses, leaving them to have nothing to do but watch television. 16 million people watched the race, comparable to an NFL game of the period, and were subjected to one of the most exciting races in history, filled with the first Daytona of Dale Earnhardt’s career, constant lead changes, a last lap comeback from fan-favorite Richard Petty, and the fight between brothers Donnie Allison and Bobby Allison and Cale Yarborough following the last lap crash that allowed Petty to win. This race catapulted NASCAR to the front page of every newspaper in America, and made NASCAR a national sport and brought it to what it is by the start of our committee.



Following the 2000 season, prompted by the deaths of Adam Petty and Kenny Irwin Jr. in Busch League races, the drivers of the Winston Cup met in secret with Major League Baseball Player’s Association Executive Director Donald Fehr, to discuss framework of a driver’s union, hoping to ensure financial security so drivers do not need to drive until their mid-sixties, as well as ensuring safe cars and tracks so that drivers might live to their mid-sixties to enjoy their financial security. Aging president and CEO Bill France Jr., also known as “Little Billy,” has begrudgingly accepted coming to the bargaining table to discuss a collective bargaining agreement prior to the 2001 season under threat of a strike. The drivers in this committee represent the newly founded Federation of

Racing Car Drivers (FRCD). It is up to this committee to agree upon a framework to give to their representatives that Bill France and the team owners will agree to.

Topics to Consider

Revenue and Advertising

The Nascar Cup Series has been sponsored by Winston Cigarettes since 1971, and this relationship followed the sport ever since, especially in the Winston No Bull 5, which awards 1 million dollars to a driver through a complex system of 5 wins at big races. Many cars have been sponsored by tobacco brands throughout history, however, pressure from Congress and the public has placed a significant strain on these tobacco sponsorships, and one of the new collective bargaining agreement's proposed terms is potentially the buying out of Winston's contract to replace it with another title sponsor as their contract is scheduled for renewal in 2002.



In addition, with the collective bargaining agreement deadline approaching, one of the biggest concerns drivers have is revenue sharing. With the new TV deal coming into place this season, Nascar is taking in billions of dollars, which is mostly going to NASCAR leadership, generally meaning the France family. It is in the drivers' best interest to get as much of this new money as they can, so drivers can support their careers even if they remain at the back of the pack. It will be hard to simply ask for cash so most believe that there should instead be various benefit plans implemented such as pensions and health insurance.

Safety

In just the 2000 season there were two deaths of Cup Series drivers, Adam Petty and Kenny Irwin Jr., both at New Hampshire Motor Speedway from basilar skull fractures.

While most safety changes would be difficult to implement in a single offseason, the Driver's Union has largely considered the safety features of both the Generation 4 cars introduced 9 years ago in 1992, and the tracks, such as the barriers and catch fences. In another attempt to curb safety concerns, Nascar implemented restrictor plates following the crash of Bobby Allison at the 1987 Winston 500 at Talladega. This has made racing quite a bit slower to avoid the 210 mile per hour collisions that caused events that many believe could have killed thousands if even a fraction of an inch different. However, this slower racing has given rise to pack racing, where nearly the entire field will race literal inches apart for hundreds of miles. This has resulted in a phenomenon known as "the Big One" on superspeedways like Talladega and Daytona where dozens of cars at once will become embroiled in one large wreck. These sorts of wrecks are considered an inevitability in restrictor plate racing, and often result in an injury known as a basilar skull fracture where the base of the skull fractures and often is fatal in the context of motorsports, which occurred to Irwin and Petty. Terry Schoonover, Grant Adcox, Neil Bonnett, John Nemechek, J. D. McDuffie, and Clifford Allison were all victims of basilar skull fractures. As Dale Earnhardt said, "if they don't do something to these cars, it's gonna end up killing somebody." In the early 1980s Dr. Robert Hubbard invented a device known as the HANS (head and neck support) device made to help avoid these kinds of injuries but they have not yet been made mandatory over most forms of racing.





Manufacturers

"Win on Sunday sell on Monday" has long been the driving force for Nascar. Unlike IndyCar or Formula One, the cars used in NASCAR are technically available at your local

dealership. Legendary cars have been designed solely for the purpose of winning the coveted Manufacturer's Trophy, such as the Plymouth Super Bird, Buick Grand National, and many others. It is expected that with the safety implementations proposed by the union, there will need to be new cars developed. While we could simply spring a new design on the manufacturers, it might be best to include them in the design process.

The main focus on manufacturers in our case however, is the performance differences. All are capable of winning races but judging from last season, some are more capable than others. Manufacturers are more desperate than ever to look better than each other now that all of the Big Three are back in the sport, making them more amenable to modifications requested for the upcoming season as well as for the new car generation.

It is also likely that just like Dodge returning to NASCAR, we might see other manufacturers come into the sport. Toyota has made it abundantly clear they want to join the ranks of the Winston Cup, and are willing to do it on the cheap for teams wishing to work with them. In addition, Honda is one of the most celebrated engine manufacturers in IndyCar and F1, and could be persuaded to use their unrivaled expertise in a new car for a promising team.

Buschwhacking



This element of the CBA is considered to be a more selfless effort, and its inclusion has been mandated by Bill France Jr. Buschwhacking is the practice of Cup Series drivers also participating in lower level races, named so for the Busch Series, the second tier series sponsored by Busch Beer (though other series are subject to this such as the Truck Series, ARCA Series, and Modified Series). The purpose of this is to win points in another series that usually participates the day before a cup race to multiply your earnings that weekend and potentially receive the still substantial payout winning the series outright affords. Drivers like Mark Martin, Harry Gant, Dale Sr., and Darrell Waltrip have been notorious for doing this, while drivers like Dale Jr. have been outspoken critics. The practice is controversial as the series are intended to be developmental series, meaning one side of the argument is that drivers are exposed early in their careers to top-tier talent to better develop their skills, while on the other hand

drivers have to drive against top-tier drivers while being paid significantly less than them and likely being unable to make ends meet should they not beat the Cup-series drivers or being pulled from a race in favor of a Cup-Series driver. However, Cup-Series drivers also view Buschwhacking as important to practicing for a Cup-Series race as they are run typically the same weekend in similar equipment and those who participate will use their knowledge of the track to their advantage. It will be best to find a happy medium to appease both the lower-tier drivers that we represent as well as the Cup-Series drivers.

Expansion

One final concern is the growth of NASCAR as a whole. While drivers are celebrities throughout the Southeast, NASCAR is returning to a pop culture status of being a sport for rednecks. There are few events on the calendar to mention outside of the South and Midwest, and while there have been exhibition races outside the US recently, there hasn't been a full points-paying race outside the US since 1958 (at Toronto's Exhibition Stadium, coincidentally Richard Petty's first race). It will be up to the drivers in this committee to try and shed this image of

There has been another phenomenon occurring in NASCAR that has been affecting the growth of the sport at the top level. While not everyone can be a winner some have taken advantage of guaranteed payouts and resorted to a practice known as the "start and park." This is not to be confused with "field fillers," a semi-derogatory term used to refer to drivers solely there because NASCAR needed 40 starters, a start and park is a driver that is hired with zero intention of winning a race, receiving the minimum guaranteed payout, which can still be in the five figures for a Cup Series Race. This benefits drivers and owners just looking for paychecks but they take qualifying spots away from drivers that actually want to race instead of doing the bare minimum.

Committee Format and Special Mechanics

This committee will operate as a hybrid committee, beginning as a non-traditional General Assembly. Committee members are expected to act as a labor union, writing a collective bargaining agreement (CBA) to propose to the sanctioning body NASCAR. The deadline to end this portion is the end of the second session. If not done by this period, the labor union will commence a strike and NASCAR may bring in replacement drivers. During this segment drivers will work within their respective teams to create a JPD by the start of the crisis segment that outlines a team-wide strategy that will boost the performance of

their cars in the crisis portion of the committee. During the crisis segment, drivers will be expected to attempt to improve their standings throughout the season, which will be updated during each update. This will not necessarily reflect awards performance, only what resources and power are available to each driver.

Every update during the crisis portion, each team will submit a JPD that they all must contribute to. This JPD will discuss the team's strategy and potentially sabotage that they wish to engage in. The race season will be broken up into blocks where drivers will attempt to focus on a major race within that block (i.e. the highest paying race or unique tracks) for each strategy. This might be ways to reduce pit times, for super speedways it might be about increasing the top speed, while for short tracks you may want to increase acceleration out of the slow corners, while a road track would do best with better handling. Delegates should use their time before the conference to research ways they could make their cars faster, and ways to potentially sabotage other teams or skirt regulations, though they should be warned, the officials are always watching so make sure not to do something that they can easily figure out or they might penalize you in the standings!

In addition a small side note; it is recommended that drivers use their sponsors to their benefit during the crisis segment. There are not any special mechanics applied to sponsors beyond a previously established relationship. This may include negotiating personal endorsements for additional resources or utilizing their sponsor's products to influence the world around them. (i.e. building obstacles with parts obtained from Lowe's)

Another note, there will be no individual crisis notes in the crisis portion of committee due to the size of the committee, instead these will be substituted by the aforementioned JPDs. These JPDs will be in list format, as if making a checklist for a team mechanic or assistant to check and complete. Try to negotiate with your team to make the JPD benefit yourself while also benefitting your team as a whole!

Race Schedule

(Focus races highlighted in red)

Race #	Race Name	Track Name	Location	Scheduled Raceday
1	Daytona 500	Daytona International Speedway	Daytona Beach, Florida	18-Feb
2	Dura Lube 400	Rockingham Speedway	Rockingham, North Carolina	25-Feb
3	UAW-DaimlerChrysler 400	Las Vegas Motor Speedway	Las Vegas, Nevada	4-Mar
4	Cracker Barrel Old Country Store 500	Atlanta Motor Speedway	Hampton, Georgia	11-Mar
5	Carolina Dodge Dealers 400	Darlington Raceway	Darlington, South Carolina	18-Mar
6	Food City 500	Bristol Motor Speedway	Bristol, Tennessee	25-Mar
7	Harrah's 500	Texas Motor Speedway	Fort Worth, Texas	1-Apr
8	Virginia 500	Martinsville Speedway	Ridgeway, Virginia	8-Apr
9	Talladega 500	Talladega Superspeedway	Lincoln, Alabama	22-Apr
10	NAPA Auto Parts 500	California Speedway	Fontana, California	29-Apr
11	Pontiac Excitement 400	Richmond International Raceway	Richmond, Virginia	5-May
12	Coca-Cola 600	Charlotte Motor Speedway	Concord, North Carolina	27-May

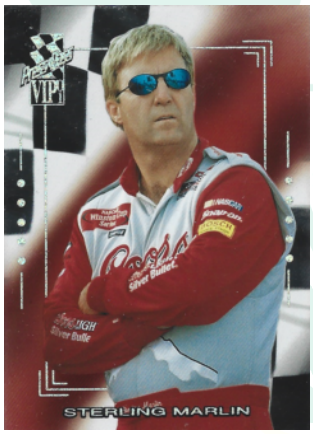
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13	MBNA Platinum 400	Dover Downs International Speedway	Dover, Delaware	3-Jun
14	Kmart 400	Michigan International Speedway	Cambridge Township, Michigan	10-Jun
15	Pocono 500	Pocono Raceway	Long Pond, Pennsylvania	17-Jun
16	Dodge/Save Mart 350	Sears Point Raceway	Sonoma, California	24-Jun
17	Pepsi 400	Daytona International Speedway	Daytona Beach, Florida	7-Jul
18	Tropicana 400	Chicagoland Speedway	Joliet, Illinois	15-Jul
19	New England 300	New Hampshire International Speedway	Loudon, New Hampshire	22-Jul
20	Pennsylvania 500	Pocono Raceway	Long Pond, Pennsylvania	29-Jul
21	Brickyard 400	Indianapolis Motor Speedway	Speedway, Indiana	5-Aug
22	Global Crossing at The Glen	Watkins Glen International	Watkins Glen, New York	12-Aug
23	Pepsi 400 presented by Meijer	Michigan International Speedway	Cambridge Township, Michigan	19-Aug
24	Sharpie 500	Bristol Motor Speedway	Bristol, Tennessee	25-Aug
25	Mountain Dew Southern 500	Darlington Raceway	Darlington, South Carolina	2-Sep
26	Chevrolet Monte Carlo	Richmond	Richmond,	8-Sep

Committee Members

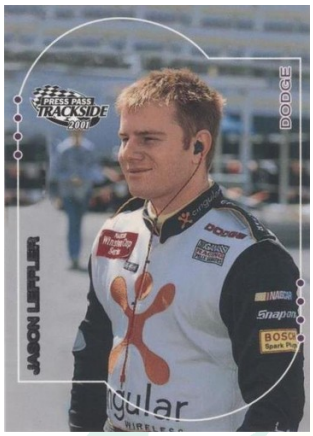
Chip Ganassi Racing (CGR) *Dodge Intrepid*

CGR is one of the premier names in motorsports, however, not so much in NASCAR, with Chip Ganassi only recently expanding his ownership of SABCO Racing last year to 80%. Far removed from the late 90s dominance of CGR's IndyCar operations, the new influx of the former IndyCar driver's wealth and experience to the former SABCO has brought a lot of potential to their two drivers.



Sterling Marlin
#40 Coors Light

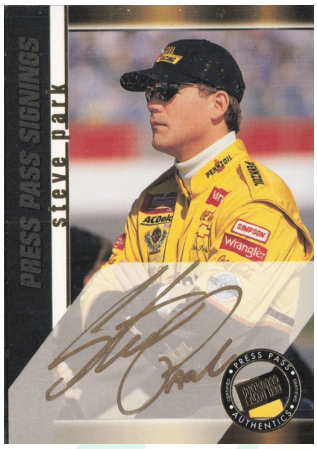
Sterling Moss, son of the beloved, yet mediocre Coo Coo Marlin, is coming into CGR's rookie season following their purchase of SABCO racing as their number 1 driver and a favorite to win the Winston Cup following years of trying. Marlin has been a regular in Nascar since 1976 but has only achieved success recently, achieving his first win in 1994 (the longest career before a first win, though this will be overtaken if Michael Waltrip wins a race) and coming in 3rd in 1995. Marlin smells a trophy this year, and his Dodge Intrepid just might be his chariot to the winner's circle.



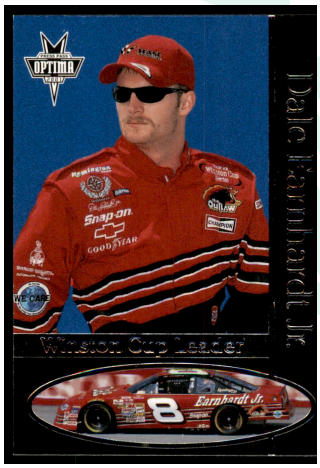
Jason Leffler
#01 Cingular Wireless
Leffler joins CGR following the shocking death of Kenny Irwin Jr. last year in a Busch League crash. “Lefturn” is a relative unknown. In the Busch Series last year he held pole position 10 times but only came in 20th in the standings. Leffler has shown sparks of something special but it remains to be seen whether he has been properly developed or if he is just a flash in the pan.

Dale Earnhardt Incorporated (DEI) *Chevrolet Monte Carlo*

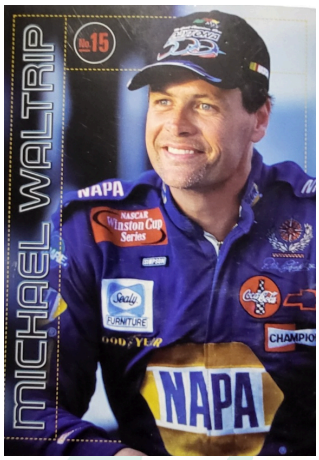
Owned by Dale Earnhardt Sr., DEI is still being judged as whether it is a successful experiment or not. The titular Dale is locked into a contract with his longtime employer Richard Childress, disallowing him from racing with the team he owns, leaving a team that up until now has seemed to be playing a waiting game, aside from Dale Jr.’s potential being a notable bright spot, DEI is likely to not be a championship contender until the man himself can race under the banner he made. However, Earnhardt’s wealth certainly provides plenty of resources to beat the odds.



Steve Park
#1 Pennzoil
5 years have passed since Steve Park hung up on Dale Earnhardt Sr. thinking his friends were pranking him. Park is one of DEI's original drivers, and just had the best performance of his life last season, coming in 11th place and a win at Watkins Glen. Park has shown nothing but upward momentum and is looking to make the top ten, even as a relatively old 33-year-old 4th year midfield driver.



Dale Earnhardt Jr.
#8 Budweiser
The reigning Prince of Nascar, Dale Jr. is entering his sophomore season coming off an excellent rookie season that quashed any concerns of nepotism. His father and fellow driver Dale Earnhardt Sr. has set him up for success at DEI, however, even though he is on good terms with his father, Senior's naturally cold demeanor and relative lack of acknowledgement of Junior's successes even as he races for his team has led him to have a chip on his shoulder as he hopes to become one of Nascar's greats just like his dad.



Michael Waltrip
#15 NAPA Auto Parts
Just like his colleague Dale Jr., Michael Waltrip is desperate to come out from a family member's shadow, his older brother, retired 3 time champion and beloved TV color commentator Darrell Waltrip. Michael is entering his 16th season and is yet to win a race. If Richard Petty is the King of Nascar, Michael Waltrip is the jester, as he has often resorted to off-track (and sometimes on-track) antics to get his own brand of attention, having been in multiple post-race fistfights and being fined thousands of dollars. However, Michael is trying to get his act together and this time it really might be his year.

Hendrick Motorsports (HMS) *Chevrolet Monte Carlo*

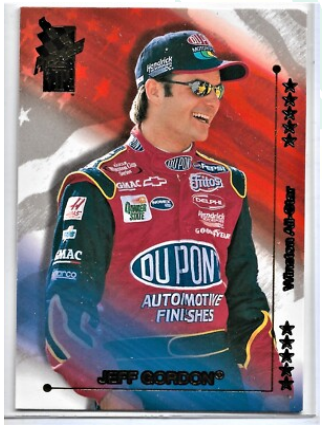
A titan of Nascar, Rick Hendrick's Nascar team has won 4 of the past 6 Drivers' Championships. A passion project of the owner of the largest car dealership network in the United States, Hendrick has nearly limitless resources. However in the past 2 seasons they have missed out on the championship to smaller teams. Rick Hendrick has plenty of money, but can his elite stable of drivers pull it off and bring Hendrick another trophy?



Terry Labonte

#5 Kellogg's

The older half of NASCAR's premier brother duo, "Texas Terry" Labonte is showing his age. 44-year-old Terry had his first winless season in 7 years last year and missed his first race since 1979 due to an ear injury. The two-time champion was certainly delighted to see his little brother Bobby win the Cup last year but who doesn't want to wear that crown again? Terry will certainly be clawing his way back to the success he once enjoyed. Working with one of the richest teams in professional motorsports to improve his odds is certainly going to be necessary. Anyone who races 655 races in a row for 21 years straight certainly has the drive to do anything they put their mind to, so "The Iceman" might just see his old success return.

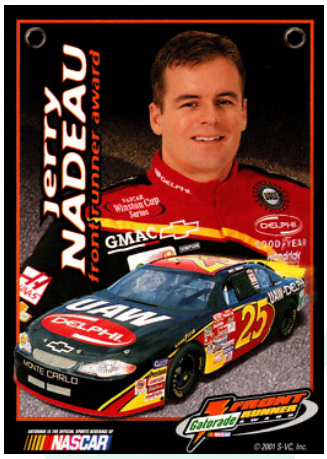


Jeff Gordon

#24 Dupont

"The Rainbow Warrior" was often teased for his rainbow-colored car, coiffed appearance, and for hailing from California. The mean-spirited condescending remarks soon turned to jealousy as the 29-year old is currently a 3-time champion, and expected to win a 4th this

year. Ranked as one of NASCAR's 50 all-time greatest drivers in 1998, Gordon is largely considered the face of modern NASCAR. The only real problem for Gordon is that many fans just refuse to like him, preventing him from taking any role as a people's champion. This largely stems from the aforementioned California-heritage as many view him as a Yankee, something that the largely Southeastern fanbase refuses to accept.



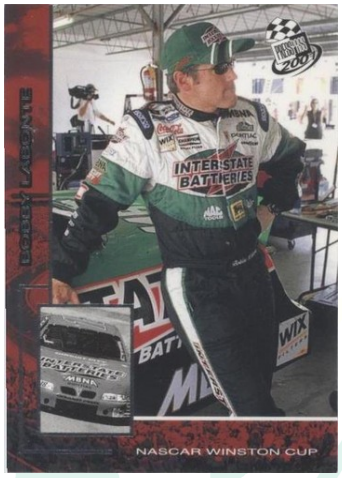
Jerry Nadeau
#25 United Autoworkers-Delphi
Jerry Nadeau is in a weird spot. The 31-year-old finally got his first career win at Atlanta last season but his sponsor is turning heads in a way he isn't used to. The United Autoworkers have decided to be his title sponsor for the upcoming 2001 season. However Jerry really only cares about the track, calling himself "the hungriest guy on the track," yet everyone keeps coming to him like he's the union rep, making him an unlikely major figure despite his 11th place finish.

Joe Gibbs Racing (JGR) *Pontiac Grand Prix*

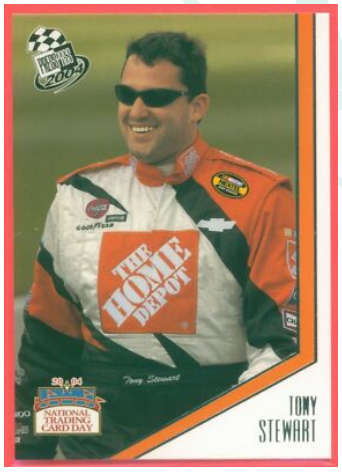
JOE GIBBS RACING

JGR was often written off as a novelty considering their namesake had nothing to do with racing, and was instead the 3 time Super Bowl Champion and head coach of the Washington Redskins from 1981 to 1992. However, as the 1990s progressed, they proved the doubters wrong, winning the Daytona 500 in their second year, and now stand atop the podium with their first Winston Cup. Joe Gibbs is an excellent administrator and his

name alone brings in big sponsorships, but can Labonte and Stewart both pull off another excellent JGR season?



Bobby Labonte
#18 Interstate Batteries
The younger half of the Labonte brothers, Bobby is the reigning Winston Cup Champion. After several seasons of waiting he has finally won the crown just like his big brother Terry. Bobby shares little in common with his teammate Tony Stewart, often considered an elder statesman, minus the elder, due to his calm and calculated demeanor, which has served him well in preliminary CBA negotiations as well as the track. However with his teammate Tony Stewart's brash personality, Labonte finds a thorn in his side that he'll need to keep in check if he wants either him or Tony to win any more Cups.

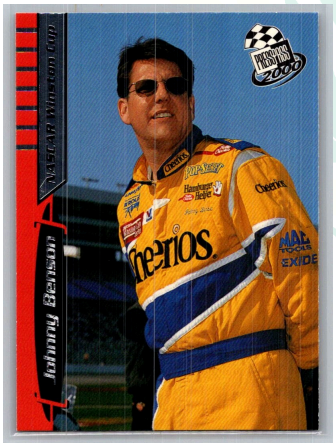


Tony Stewart
#20 Home Depot
"Smoke" is one of the most controversial figures on the track. Many hate him for his brash nature and many say a second year driver should not carry themselves the way Stewart

does. However, many adore him for the exact same reason, plus Stewart will be the first to tell you that this second year driver was also the 1997 IndyCar Champion and 1999 NASCAR Rookie of the Year with 9 wins under his belt. Stewart's disposition towards altercations has made him few friends on the track, but that hasn't seemed to have hindered any level of success, and he is sure he will match his IndyCar success with a Winston Cup, even if his teammate Bobby isn't appreciative of his antics.

MB2 Motorsports/MBV Motorsports (MB2) *Pontiac Grand Prix*

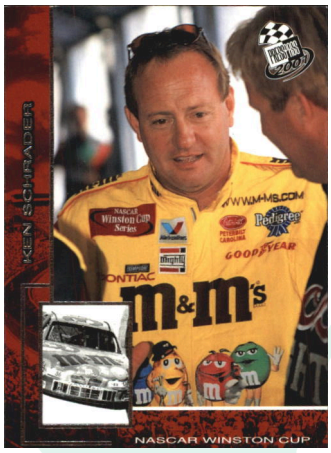
MB2 Motorsports, or MBV Motorsports derived from the original owners' names Morton, Beard, and Bowers, is one team that has a unique ownership arrangement. The secondary name only applies to the #10 team of Johnny Benson as Valvoline motor oil partially owns the #10 car, having changed the name for that team only. Despite this sketchy sounding arrangement they are a fan favorite due to their iconic sponsorships (particularly the M&Ms paint scheme of Schrader) often appealing to children, giving them quite a bit more resources than a team of their size should



Johnny Benson
#10 Valvoline

Johnny Benson had one of the most unlucky seasons for any driver last year. He only found a drive with Tyler Jet at the last minute, with a completely white Pontiac that had zero sponsors, he had no money to work with and still led the Daytona 500 with 10 laps to

go, but a caution put him all the way back in 12th. Benson's bad luck now seems to be over, Valvoline has bought his car and has put Benson in their flagship car. Benson was the 1996 Rookie of the Year and 1995 Busch Series champion, up until now his talents have been unable to shine, especially because he refuses to race dirty like so many others, but this new team might actually be able to showcase his talents.

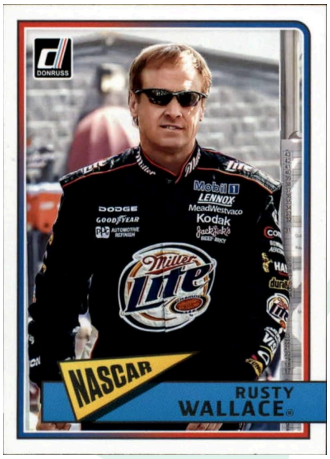


Ken Schrader
#36 M&M's
If Ken Schrader were a singer he would be Jimmy Buffett. Schrader is an exceptional driver, finishing in the standings in the Top 10 8 times so far and winning the 1985 Rookie of the Year honors. However his colorful M&Ms car with a blue comic sans 36 on the side are hints that Schrader's just here so that he, and everyone else around him, can have a good time. Schrader tends to think that these CBA negotiations are filled with all sorts of legalistic bogus, maybe it's time someone puts candy in all the vending machines and puts soda in the water fountains.

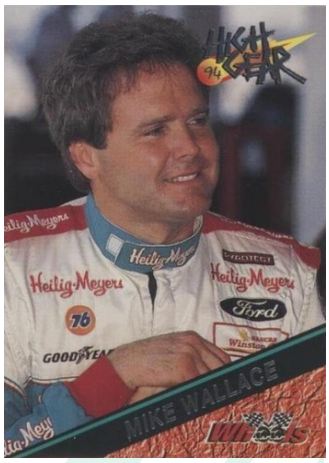
Penske Racing (PEN) *Ford Taurus*

Former Formula One driver Roger Penske is now one of the most wealthy men in the world from his dealings in truck rentals, car dealerships, and of course racing. Both the IndyCar and sports car racing sectors of the company have been long considered the premiere teams in their respective sports, winning a combined 18 championships since

the founding of the team. However, the Nascar team, despite Penske's massive investment has never won a championship despite being founded in 1978. This year Michael Kranefuss' partial ownership of the team is ending, alongside the contract of driver Jeremy Mayfield, having been fired for butting heads off-track. Now, the beloved, yet championshipless Rusty Wallace is joined by his little brother to hopefully get one on the board before Rusty's impending retirement.



Rusty Wallace
#2 Miller Lite
The King of the short track, Rusty Wallace comes into this season in the twilight years of his career and he knows it. Coming from the Wallace racing family, his younger brothers Mike and Kenny generally work around the Cup Series for backmarker teams however Mike has suddenly replaced Jeremy Mayfield for the season, leaving Rusty and his little brother to hang out and put their sibling bond to good use. The soon to be 45 year old expects to retire from his iconic #2 "Midnight" car and wants to leave a positive mark on the sport and has been pushing for a charitable foundation to be implemented in the CBA, though he's really not sure about how the particulars will work, hence why he's at the meeting to workshop that idea with the others.



Mike Wallace
#12 Mobil 1
Jeremy Mayfield is out and Mike Wallace is in. Jeremy Mayfield was fired last week for unknown reasons following several years of decline from his 7th place standings finish in 1998 (and probably because no one at the Penske office really liked him personally, having been brought over from their outgoing partnership with Michael Kranefuss who brought him over). Wallace is here from a backmarker team unprepared and confused, though his hefty pay increase is definitely a help. Wallace has his brother Rusty to thank for getting him this job, as he is the #1 driver for Roger Penske. Mike hasn't really been in a position to win before, but the Penske team gives him far deeper pockets than he's ever had before. Wallace is at the CBA meeting to represent these backmarker drivers, even if he has moved on from that status. He is hoping to fight for the rights of guys just fighting to make the means to make it to raceday, let alone win.

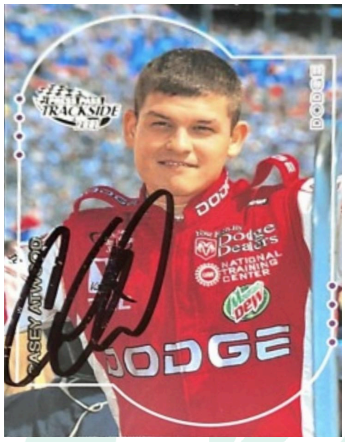
<u>Evernham Motorsports</u> *Dodge Intrepid*

Legendary crew chief of Jeff Gordon Ray Evernham has hit the jackpot in his rookie season as an owner. He has the full support of Dodge in their return to NASCAR, giving them the best new parts for his two Intrepids, but also scoring two excellent hires with the great Bill Elliott and the next big thing Casey Atwood. Evernham Motorsports is probably the most hyped team in the history of the sport, but it is unknown if they are actually worth talking about…



Bill Elliott
#9 Dodge Dealers/United Autoworkers
"Awesome Bill from Dawsonville," 1988 Champion, 2 time winner of the Daytona 500, and 15 time Most Popular Driver Award Winner, who recently rescinded his candidacy for the award this season to let someone else win. Elliott has for his entire career raced with Ford and was often seen as Ford's #1 driver, leading to some Ford loyalists to feel betrayed. Beyond this, his second title sponsor, the UAW, is making him even more important than usual as many view his now contractual connection to the most powerful union in America as proof that he and fellow sponsor-mate Jerry Nadeau are leading the charge in the CBA while he just says its a sticker on the car. In addition his new position at Evernham has

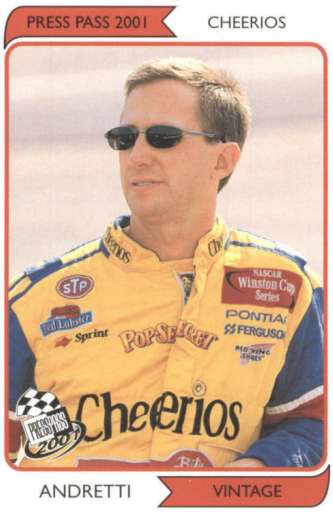
given him status as a mentor to the young rookie Casey Atwood, who he hopes will heed his lessons to hold a long career in the sport.



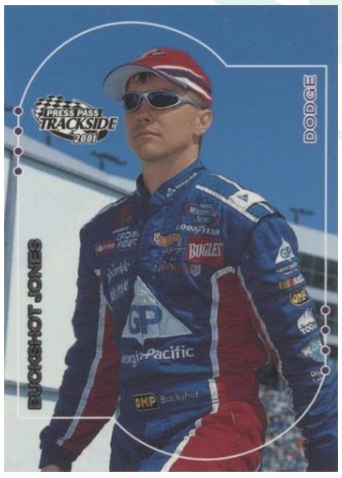
Casey Atwood
#19 Dodge Dealers/Mountain Dew
Casey Atwood starts his first full cup season next to a giant of the sport. The youngest member of the grid, the 21-year-old is already being hailed as “the next Jeff Gordon.” Atwood’s youth has made him somewhat of a blank slate due his short period in any developmental series. He stands at a crossroads at the start of his career, listen to his elder teammate Bill Elliott and race smart and clean, or adopt the cunning and aggressive approaches seen in his contemporaries like Dale Sr.

Petty Enterprises *Dodge Intrepid*

One of the longest standing teams in NASCAR, Petty Enterprises was founded by Lee Petty and his son Richard. While Lee was one of the greatest racers in the early years of stock cars, but Richard ended up becoming the undisputed greatest driver in the history of the sport, granting his team championship after championship and limitless potential once Richard retired. However the team is now a shell of its former self, with their three drivers often living as backmarkers despite the massive resources available to them. The Petty name lives on through Richard’s son Kyle, and despite backmarker status the team is the face of CBA negotiations after the death of Adam Petty, Kyle’s son, in 2000 that spurred the creation of the union.

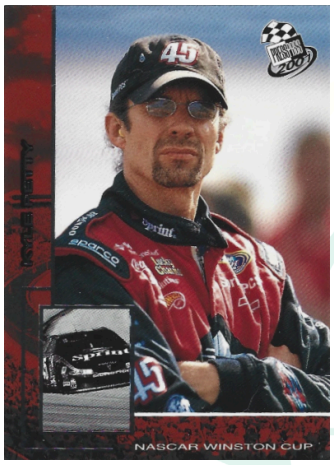


John Andretti
#43 Cheerios
One of the two members of racing royal families at Petty, John Andretti is the nephew of arguably the most famous American racing driver in the world, Mario Andretti, and by extension the cousin of Michael Andretti. John may not hold the same level of talent of Mario, the only American to win a F1 World Driver's Championship or Michael the former IndyCar champion , but he does have 2 wins, making him a decent driver in the eyes of most. John's name recognition does grant him sponsorships above what a mid-tier driver would normally have giving him some room to help him and his team dig themselves out of this hole, and potentially complete the Andretti family's Triple Crown and win a Winston Cup.



Buckshot Jones
#44 Georgia-Pacific Paper

Nicknamed Buckshot by his grandfather as a child for running into a table full speed and walking away appearing unfazed, Jones has had a forgettable and short career so far. He appears to be in the hot seat this season, however he still seems optimistic, as everything seems to roll off his back as usual just as it did when he was a child. It is with this attitude that he is going into the CBA negotiations hoping to find some way to save Petty Enterprises and potentially his career, be it through making a name for himself as a leader in the negotiations or by making plans that take the company out of the gutter.

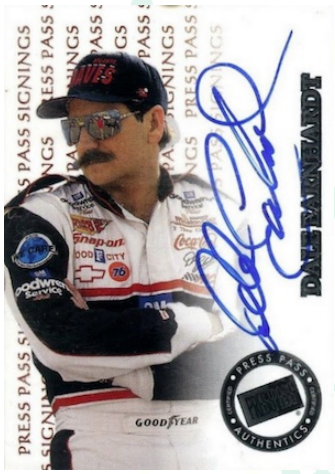


Kyle Petty
#45 Sprint
The son of the greatest driver in the history of the sport will forever live in his father's shadow even if he wins a championship this year, and frankly he seems fine with that considering current circumstances. Unlike the Earnhardt's dysfunctional relationships between fathers and sons, the Pettys have always been a close family, which has made him and his dad excellent business partners, and what made last year so hard, as Kyle lost both his grandfather Lee and his son Adam less than two month apart. It is his son Adam's death that spurred the formation of the FRCD and has made Kyle Petty one of the *de facto* leaders of the push towards safety in the sport.

Richard Childress Racing (RCR) *Chevrolet Monte Carlo*

RCR is a giant in NASCAR, arguably being the best team following the retirement of Richard Petty, winning six championships from 1986 to 1994. However, it is clear their shining star Dale Earnhardt is leaving the moment his contract is up. Earnhardt is leading

rival Dale Earnhardt Inc. and while his contract does not prohibit him from running his own team as long as he doesn't join it, his teammates show frustration with his focus on his pet project. It is during the CBA negotiations that Richard Childress fears that his star driver may leave, which is why he has put Kevin Harvick in early as a preemptive replacement despite not knowing whether he will pan out, with journeyman Mike Skinner feeling resentment as it seems management is forgetting that he exists, leading to a team that looks like it could tear itself apart at any moment, but with enough talent to take the top 3 spots in the standings.



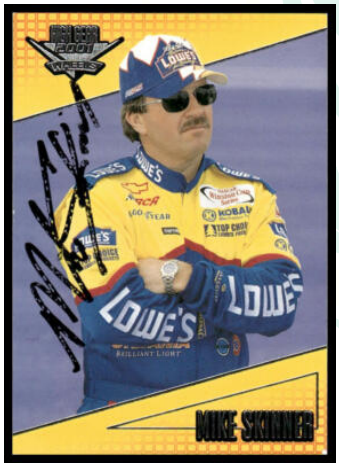
Dale Earnhardt Sr.
#3 General Motors Goodwrench
Undoubtedly NASCAR's most accomplished driver coming into this season, Dale Earnhardt is presented with a strange scenario. He is a rare example of an owner-driver, making him sit on both sides of the negotiation table, however he is an even rarer example of an owner who does not race for his own team. Even more unusual is the fact that he is the father of one of his colleagues, Dale Jr., who is racing for his eponymous Dale Earnhardt Incorporated. However, Earnhardt is under strict contract to remain with Richard Childress even as his new team races on the same track meaning "The Intimidator" (named for his habit of sitting closely behind opponents and wrecking them if they won't move) needs to find a delicate balance between ensuring the success of both of his teams, lest he lose the prime sponsorship provided by General Motors alongside his credibility.



Kevin Harvick

#30 America Online (AOL)

Harvick is a surprise third entry for Richard Childress, initially only supposed to start 7 races to ease him into the role of a Cup Series racer, Childress is giving Harvick the call from the Busch Series after only 2 seasons in the feeder series, of which he proved he was an incredibly capable driver. Due to his lack of experience many are doubtful he will succeed in America's highest level of racing, but Harvick has shown in his short career that he has what it takes to win.



Mike Skinner

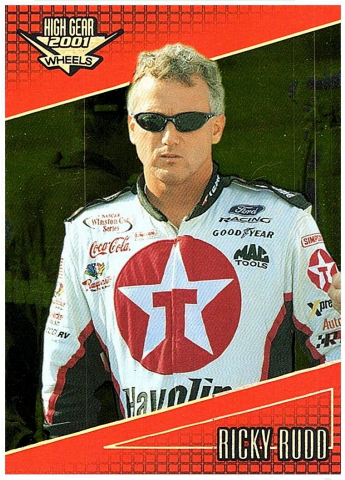
#31 Lowe's Home Improvement

Mostly known from his 1995 championship in the inaugural NASCAR Truck Series, Skinner joined the Cup Series full-time in 1997 after racing part-time throughout the 80s and had his career best finish of 10th in 1999. Skinner is turning 44 this year and he knows his days in the Cup Series are numbered if he can't get it going this season, which is why he

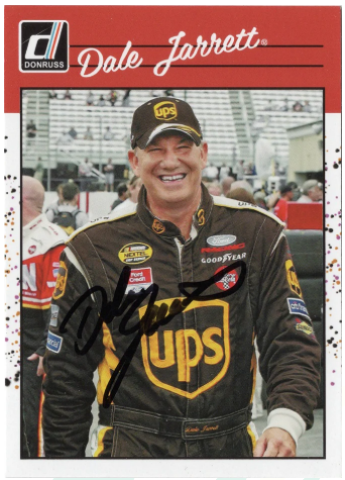
is so intent on ensuring that drivers like him are cared for after such a physically demanding career.

Robert Yates Racing *Ford Taurus*

The RYR team looks to be one of the most dominant teams in NASCAR this year due to the amazing talent pool it has acquired this year, with 1999 champion Dale Jarrett being joined by Ricky Rudd, who appears to be ready to step out of a 3 year win drought with the magic that Robert Yates appears to make happen with his cars. Sponsorship dollars are abound, however both drivers are expected to be putting a lot of time into those commitments this season, potentially affecting performance if they don't figure out a balanced schedule.



Ricky Rudd
#28 Havoline
"The Rooster" is getting old, turning 45 this year, and despite long career of accolades, such as winning the Daytona 500 in 1983 and finishing as the runner-up in 1991, he still has the same chip on his shoulder, racing with the fiery attitude that gave him his nickname. Rudd finished in 5th last year and is hoping to find money in the new CBA that he can use to aid a strong finish to a career he knows is nearing its end.

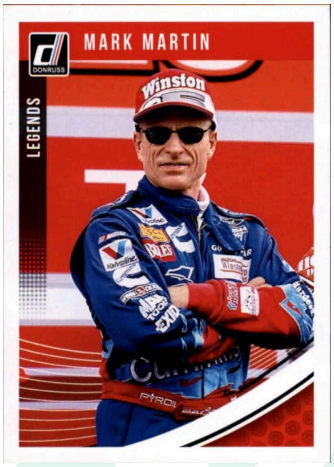


Dale Jarrett
#88 UPS
Son of one of stock car racing's earliest icons, two time champion, "Gentleman Ned" Jarrett, named so for his kind and generous nature, which Dale has generally followed, though he has had a few issues with a temper when he feels like he's been slighted. (throwing his helmet at Bobby Hillin Jr. after he crashed) Dale is in the prime of his career, he hasn't finished the season lower than 4th in 5 years and won the 1999 Winston Cup. However, Dale Jarrett is often relegated to "the Other Dale" when the Earnhardts are around, and he knows these negotiations are the perfect opportunity to at least make him an equal to the larger than life Earnhardt, continuing the long-running "Dale and Dale Show."

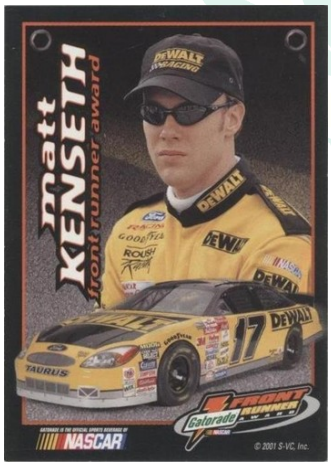
Roush Racing *Ford Taurus*

The most loudly loyal Ford aficionado Jack Roush is one of the most respected names in racing. "The Cat in the Hat" is a major opponent of expanding the number of manufacturers in the sport, which has led to a stable of Ford loyalists, and by extension a lot of money and good will from Ford as a reward for their loyalty. Roush may only be filled

with the greatest “almost” stories, Ford is willing to make their number one customer happy with their best parts and support for the upcoming season.

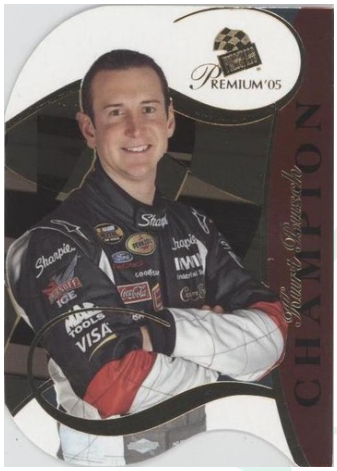


Mark Martin
#6 Pfizer
“The Kid” has long outgrown his moniker, but the veteran 42 year old Mark Martin is still the sport’s perennial bridesmaid, coming in second in the championship standings 3 times throughout his career. He has long been faithful to Jack Roush, but his long time struggles have made him feel the need to look to greener pastures. Martin’s experience and popularity make him an amazing candidate for any team wishing to buy out his contract. His sponsorship deal with Pfizer is the biggest the sport has ever seen at $14 million per season, however, as revenue sharing has not yet been implemented by the CBA, Martin is yet to see any of that money, only getting paid from his contract.

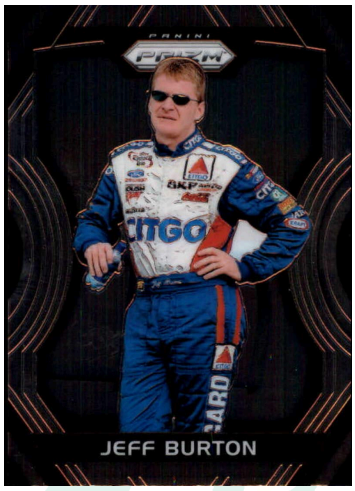


Matt Kenseth
#17 Dewalt Tools

Matt Kenseth is just the latest in the long line of talent from stock car racing's northern stronghold in Wisconsin, having grown up around NASCAR legends like Dick Trickle and Alan Kulwicki and learning to race on the legendary Slinger Speedway short track. Kenseth won the 2000 Rookie of the Year crown over Dale Earnhardt Jr., and became the first rookie to win the Coca-Cola 600 at Charlotte, stunning the racing world. Kenseth hopes to grow the sport of NASCAR in his native Midwest, and even with tv deals and promotions, he believes the only way to grow this sport is to



Kurt Busch
#97 No Title Sponsor
Kurt Busch is Jack Roush's upstart new talent this season. Busch only spent one season in the Busch Series (no relation) before moving up to the big leagues to finish the last few races for John Deere last season. Busch is considered by much of the garage to be getting too big for his britches with his aggressive driving at such a young age (turning 23 this year) reminiscent of Dale Earnhardt Sr., though without the accolades to garner support. Busch's main concern right now is that he's driving an unsponsored car to start the season after John Deere backed out. Kurt is wearing Ford colors right now (because of Jack Roush's intense Ford loyalty) but isn't receiving any benefits for it, however this means he is free to choose what benefits he receives once the season starts. Right now he is receiving offers from Rubbermaid's Sharpie brand, Milwaukee Tools, and Honeywell.



Jeff Burton

#99 Citgo

“The Mayor” is one of the biggest proponents of the union efforts being made by the drivers. He has long been a major supporter of increased safety in the sport, and is considered one of the most important drivers in the unionization efforts. Burton came in 3rd last season giving him the credibility he needs with the other drivers, as well as with ownership, to get the needs and wants of the FRDC in place for the 2001 season.