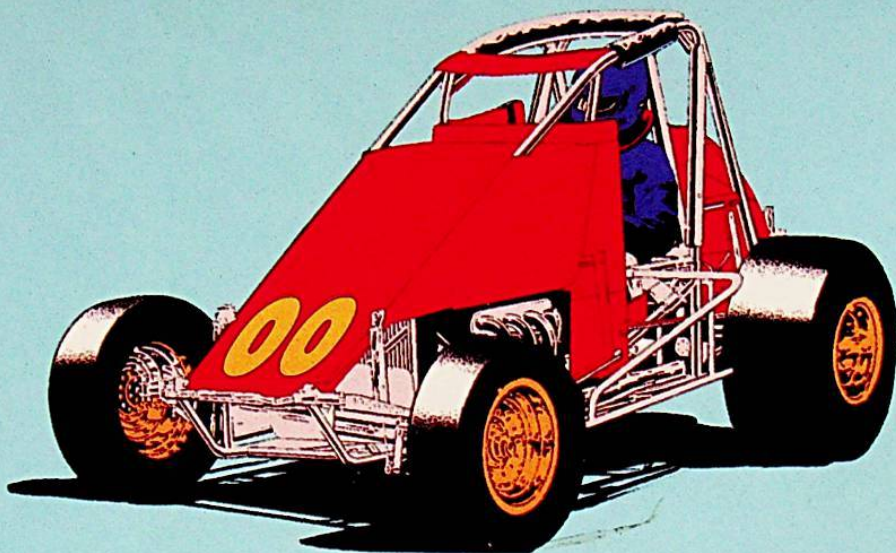


55TH ANNUAL

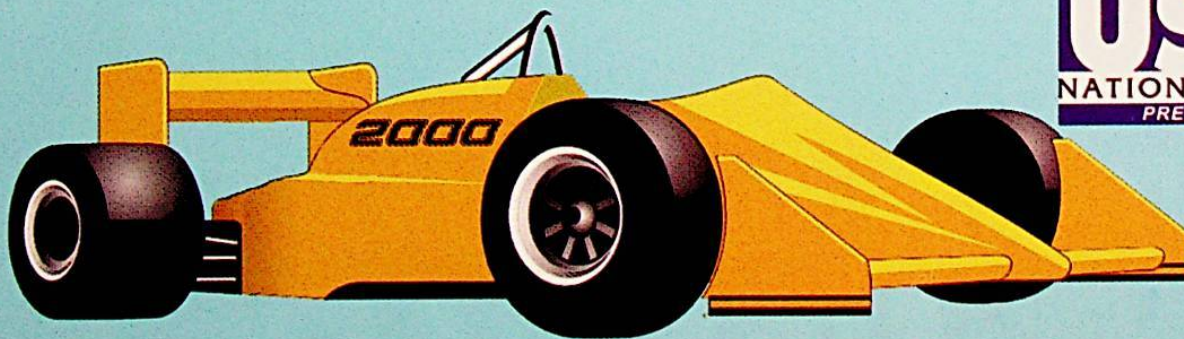
NIGHT BEFORE



THE 5000



SATURDAY ★ MAY 27 ★ 2000



USF2000  
NATIONAL CHAMPIONSHIP  
PRESENTED BY SPEEDVISION

Official Souvenir Program

\$3.00



AMERICA'S  
GREAT  
RACE  
PLACE





**MAY 27, 2000**

*Welcome to  
Indianapolis Raceway Park*

On behalf of the entire staff of Indianapolis Raceway Park and the National Hot Rod Association, it is our pleasure to welcome you to the 55th annual Budweiser Night Before the 500 on our .686-mile paved oval track.

Featured this evening are the MCI WorldCom USAC Midget Car Series, which has been part of this event since its inception at the original 16th Street Speedway in 1946, and the USAC Formula 2000 Series presented by Speedvision. We believe this provides a blend of the traditional front-engined midget technology with the newer rear-engine cars for an outstanding evening of entertainment. Joining the two feature series will be our friends of the Baby Grand Stock Car Association, whose motorcycle engine-powered replicas of stock cars average over 100 miles per hour and provide plenty of action.

This event is one of the oldest on the American racing calendar, and as such enjoys a tradition equalled by few other motorsports presentations. We are very proud to have been the host of this event for 28 of its past 54 runnings.

With the repaving of the oval track in 1998 and the construction of our new main grandstand and tower/suite complex in 1999, NHRA has announced its readiness to move into the 21st century with the presentation of events at its flagship facility.

If this is your first visit to Indianapolis Raceway Park, we sincerely hope it isn't your last. We feel that our schedule offers something for everyone, with a full slate of championship-caliber events on our world-famous drag strip and 2.5-mile road course as well as the .686-mile oval.

We also hope just as sincerely that you enjoy your visit to Indianapolis Raceway Park, and we ask that you do not hesitate to contact us with any comments or suggestions.

*The  
Indianapolis Raceway Park  
Management Team*

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*Director,  
Operations*

**ANGIE EATON**  
*Director,  
Business Administration*

**CHARLES HARMON**  
*Director,  
Sales & Development*





# Remaining Oval Events

|                 |  |  |
|-----------------|--|--|
| June 3          | Wickes Lumber Co. Saturday Night Series          | Ridge Gate CARS Super Trucks<br>CARS Late Models                                       |
| June 10         | Union Federal Savings Bank Spring Sprint Special | Stoops Freightliner USAC Sprint Cars<br>Jasper Modifieds                               |
| June 17         | Wickes Lumber Co. Saturday Night Series          | Ridge Gate CARS Super Trucks<br>CARS Late Models                                       |
| July 15         | Turbines Inc. Indiana Sprint Classic             | Stoops Freightliner USAC Sprint Cars<br>Ridge Gate CARS Super Trucks, CARS Late Models |
| July 29         | Wickes Lumber Co. Saturday Night Series          | Ridge Gate CARS Super Trucks<br>CARS Late Models, Baby Grand Stock Cars                |
| August 2        | DuPont 100                                       | USAC Coors Light Silver Bullet Series  |
| August 3        | Power Stroke 200                                 | NASCAR Craftsman Truck Series  |
| August 4        | 19th Annual Kroger 200                           | NASCAR Busch Series, Grand National Division   |
| August 23       | IRP Late Model Challenge/Wickes Series           | Kendall Indiana Late Models<br>Ridge Gate CARS Super Trucks, CARS Late Models          |
| August 23       | Mel Kenyon Classic                               | MCI WorldCom USAC Midget Cars<br>Ridge Gate CARS Super Trucks, CARS Late Models        |
| September 16    | IRP Open Wheel Season Finale                     | Stoops Freightliner USAC Sprint Cars<br>MCI WorldCom USAC Midget Cars                  |
| September 23-24 | ASA ACDelco 200                                  | ACDelco Series Stock Cars<br>USAC Formula Ford 2000                                    |

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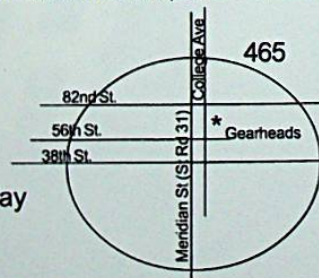


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**AMERICA'S**  
**GREAT**  
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# SpeedFest

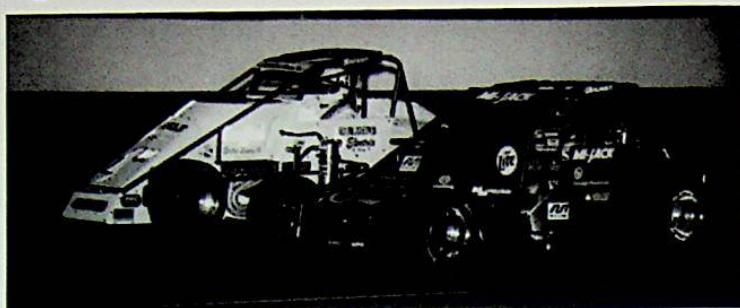
## WEDNESDAY, AUGUST 2



# 100

### AUTOMOTIVE FINISHES

**COORS LIGHT  
USAC SILVER BULLET SERIES**



## THURSDAY, AUGUST 3



**INTERNATIONAL**  
*present the*

**NASCAR  
CRAFTSMAN TRUCK  
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## FRIDAY, AUGUST 4



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#### DUPONT 100 - Wednesday, August 2

Reserved Seat  
Adult General Admission  
Child (12 & Under) Gen. Admission

| Price   | No.   | Amount   |
|---------|-------|----------|
| \$23.00 | _____ | \$ _____ |
| 20.00   | _____ | _____    |
| N/C     | _____ | _____    |

#### POWER STROKE 200 - Thursday, August 3

Reserved Seat - Checkered Flag Area  
Reserved Seat - White Flag Area  
Reserved Seat - Green Flag Area  
Adult General Admission  
Child (5 & Under) Gen. Admission

| Price   | No.   | Amount   |
|---------|-------|----------|
| \$45.00 | _____ | \$ _____ |
| 40.00   | _____ | _____    |
| 35.00   | _____ | _____    |
| 31.00   | _____ | _____    |
| N/C     | _____ | _____    |

#### KROGER 200 - Friday, August 4

Reserved Seat - Checkered Flag Area  
Reserved Seat - White Flag Area  
Reserved Seat - Green Flag Area  
Adult General Admission  
Child (5 & Under) Gen. Admission

| Price   | No.   | Amount   |
|---------|-------|----------|
| \$50.00 | _____ | \$ _____ |
| 45.00   | _____ | _____    |
| 40.00   | _____ | _____    |
| 35.00   | _____ | _____    |
| N/C     | _____ | _____    |

NO PERSONAL CHECKS ACCEPTED  
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|          |          |
|----------|----------|
| Handling | \$ 4.00  |
| TOTAL    | \$ _____ |



# Newman Got 2nd Straight IRP Win In Budweiser Night Before The 500

If there had been any doubts in anybody's mind after the Coca-Cola 100 on the previous Saturday that Ryan Newman had learned his way around Indianapolis Raceway Park's .686-mile oval, they should have disappeared in the aftermath of the 54th annual running of the Budweiser Night Before the 500 presented by WTTS 92.3 on Saturday, May 23.

Newman went to the front on the third lap of 50-lap feature, diving under early leader Danny Drinan in the second turn, and stayed on the point the rest of the way despite some serious challenges.

First, there was Jason Leffler making his presence felt, and in the second half of the race Tracy Hines was pressing Newman, just as he had done in the USAC Silver Bullet race the previous Saturday night.

Newman was equal to the task, however, making his car perform in the middle groove and taking his sixth career MCI WorldCom USAC Midget Car Series victory and fourth at IRP.

"This just feels awesome," Newman said in the IRP Winner's Circle. "To be able to do this two weeks in a row in two different types of cars...well, not too many people have been able to do that."

None, to be exact. Mike Bliss won a USAC Silver Bullet Race in August of 1994 and backed it up with a Midget win in the next event, but two weeks had elapsed between those races.

"Everything we had was perfect," Newman said. "Chuck Lewis (his car owner) has given me a great car. The Drinan chassis is really special, and the Brayton is an awesome motor. Obviously, the car was perfect for us tonight."

Hines, who was the fast qualifier and started sixth, got into second as a result of the race's fourth of five caution flags, when Jay Drake attempted to pass Leffler for second by diving low into the first turn on the 27th lap. The two cars touched, and both spun into the wall and out of the race.

After the restart, Hines closed in on Newman and began to seriously challenge five laps later, trying the inside on the 33rd and 34th laps in the first turn, only to see Newman pull away down the backstretch.

The final caution flew after 38 laps, for some fluid on the track. A lap after the green, Hines made another attempt in the first and second turns, but couldn't make the pass stick. He continued to press Newman the rest of the way, and earned his second consecutive finish behind the Purdue University junior. Ricky Shelton was third, followed by John Heydenreich and Drinan.

Rounding out the top ten were Clay Klepper, Rick Treadway, Mark Boice, Nervo, and Gerster.

Hines congratulated Newman in the Winner's Circle and remarked, "I think he's followed me around this place too much. He's taking my line now. I tried to be as cautious as possible, I could have driven it in there harder a couple of times, but then we might have crashed and that wouldn't have made for a good race at all. This was a good race."

Newman added, "I knew he was coming after me by the flashes from the photographers in the first and second turns. I saw them when Leffler was back there, and again with Tracy. Tracy's a good clean driver, and it's easy to race with guys like that. If he's faster than me, I want to give him room."

Newman's win was his second in the event, as he was the champion in 1997.

The defending champ, Dave Steele, didn't have a good night at all. After a crash in the first heat, he managed to make the feature by leading every lap of the semi, following an all-out thrash by the Steve Lewis crew. However, he was blackflagged after 23 laps.

The night's most serious incident occurred in the non-qualifiers race, when six cars were involved in the third turn on the first lap, and Chad Davenport's car flipped. Davenport was transported to Methodist Hospital for evaluation after preliminary treatment at IRP's Clarian Health Medical Center, but was not believed to be seriously injured. Jeff Snelling was released after treatment

at the IRP center.

As the highest finisher wearing the required Simpson safety equipment, Tracy Hines became the second qualifier for the Simpson Super Seven, which makes a \$50,000 bonus available if an eligible driver can win both the midget and sprint features at the Arby's Season Finale on the IRP oval on Saturday, September 18. Newman became the first qualifier with his victory the previous week.

Jerry Coons Jr. won the non-qualifiers race. Heat races went to Chuck Leary, Klepper, Newman, and A.J. Davis.

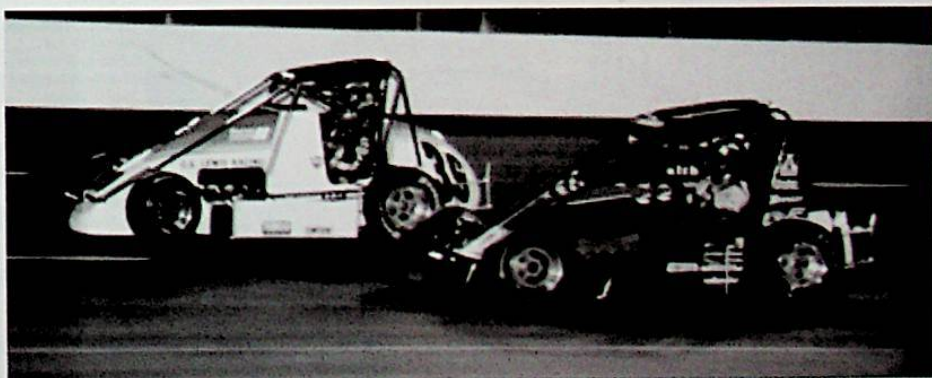
In the first heat, Leary set a new track record for the eight-lap distance at 2:51.55, or 115.165 mph.

The event drew the largest field in recent years, with 55 cars on the grounds and 54 actually qualifying.

## EVENT SUMMARY

### MCI WorldCom USAC Midget Car Series

|                      |  |
|----------------------|--|
| Fast Qualifier:      | Tracy Hines, 20.801 seconds (118.725 mph).   |
| Non-Qualifiers Race: | Jerry Coons Jr., Joe Janowski, Matt Westfall, Jon Herb, Scooter Ellis, David Bridges, Doug Wright, Brandon Hartsell, Matt Jewell, J.D. Turner, Kenny Lewis, Dale Ballinger, Dave Baumgartner, Toby Alfrey, A.J. Felker, Chad Davenport, Kevin Blue, Jeff Snelling, Norm Young. |
| First Heat:          | Chuck Leary, Hines, Michael Roselli Jr., Danny Drinan, Mark Boice, Ed Carpenter, Tony Ave, Dane Carter.  |
| Second Heat:         | Clay Klepper, Ricky Shelton, John Nervo, A.J. Fike, John Heydenreich, Sarah Fisher, Ryan Scott, Dave Steele.   |
| Third Heat:          | Ryan Newman, Jay Drake, Steve Barth, Travis Welpott, Michael Lewis, Nick Lundgreen, David Gough.   |
| Fourth Heat:         | A.J. Davis, Jason Leffler, Wayne Chinn, Rick Treadway, Sarah McCune, Dave Darland, Robbie Parish, Brian Gerster.   |
| Semi-Feature:        | Steele, M. Lewis, Gerster, Carpenter, Heydenreich, Gough, Coons, Boice, Fisher, Carter, Ave, Westfall, Herb, Janowski, McCune, Lundgreen.  |
| Feature (50 Laps):   | Newman, Hines, Shelton, Heydenreich, Drinan, Klepper, Treadway, Boice, Nervo, Gerster, Leffler, Drake, Steele, Leary, M. Lewis, Coons, Fike, Fisher, Welpott, Barth, Davis, Chinn, Roselli, Gough, Carpenter.  |

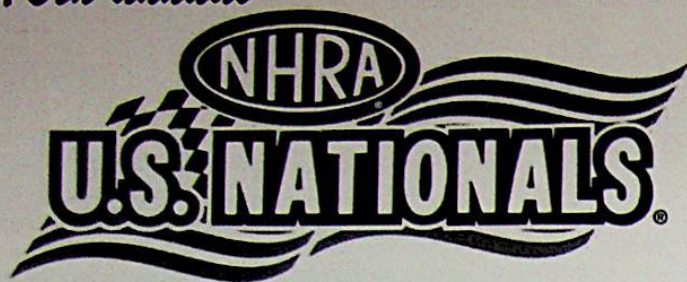


Ryan Newman (39) holds off Jason Leffler in the early stages of the 50-lap feature during the 1999 Budweiser Night Before the 500 program.

JAN DUNLAP Photo



46th annual



Still the largest and most prestigious drag racing event in the world, "The Big Go" is back with six days of non-stop action. More than 1,000 racing teams descend on Indianapolis Raceway Park with a common goal - to win one of the most coveted titles in the sport as well as a share of a purse totaling more than \$2,500,000.

# August 30 through September 4

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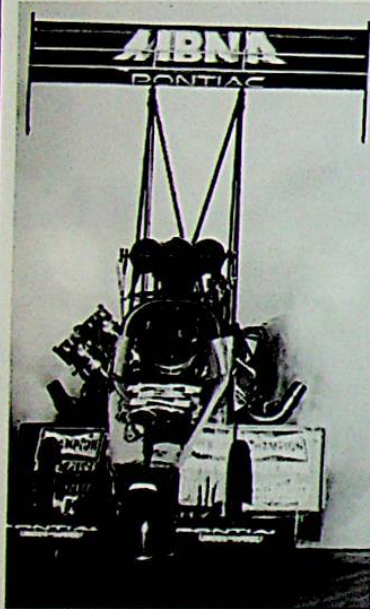
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ALL TICKETS INCLUDE PIT PASS  
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|   | Price    | No.   | Amount   |
|---|----------|-------|----------|
| <b>WEDNESDAY, AUGUST 30</b>                     |          |       |          |
| Adult Admission                                 | \$ 5.00  | _____ | _____    |
| Junior (6-12) Admission                         | N/C      | _____ | _____    |
| <b>THURSDAY, AUGUST 31</b>                      |          |       |          |
| Adult Admission                                 | \$10.00  | _____ | _____    |
| Junior (6-12) Admission                         | N/C      | _____ | _____    |
| <b>FRIDAY, SEPTEMBER 1</b>                      |          |       |          |
| Adult Admission                                 | \$30.00  | _____ | _____    |
| Junior (6-12) Admission                         | 10.00    | _____ | _____    |
| Adult Reserved Seat (WEST)                      | 40.00    | _____ | _____    |
| Junior Reserved Seat (WEST)                     | 20.00    | _____ | _____    |
| Child (5 & Under) Reserved Seat (WEST)          | 10.00    | _____ | _____    |
| <b>SATURDAY, SEPTEMBER 2</b>                    |          |       |          |
| East Side Gen. Adm. (Down Track) - Adult        | \$38.00  | _____ | _____    |
| Junior (6-12)                                   | 10.00    | _____ | _____    |
| East Side Reserved Seat - Adult                 | 46.00    | _____ | _____    |
| Junior (6-12)                                   | 18.00    | _____ | _____    |
| Child (5 & Under)                               | 8.00     | _____ | _____    |
| West Side Reserved Seat - Adult                 | 50.00    | _____ | _____    |
| Junior (6-12)                                   | 22.00    | _____ | _____    |
| Child (5 & Under)                               | 12.00    | _____ | _____    |
| <b>SUNDAY, SEPTEMBER 3</b>                      |          |       |          |
| East Side Reserved Seat (Down Track) - Adult    | \$46.00  | _____ | _____    |
| Junior (6-12)                                   | 10.00    | _____ | _____    |
| Child (5 & Under)                               | 5.00     | _____ | _____    |
| West Side Reserved Seat - Adult                 | 60.00    | _____ | _____    |
| Junior (6-12)                                   | 24.00    | _____ | _____    |
| Child (5 & Under)                               | 14.00    | _____ | _____    |
| East Side Reserved Seat - Adult                 | 56.00    | _____ | _____    |
| Junior (6-12)                                   | 20.00    | _____ | _____    |
| Child (5 & Under)                               | 10.00    | _____ | _____    |
| <b>MONDAY, SEPTEMBER 4</b>                      |          |       |          |
| East Side Reserved Seat (Down Track) - Adult    | \$46.00  | _____ | _____    |
| Junior (6-12)                                   | 10.00    | _____ | _____    |
| Child (5 & Under)                               | 5.00     | _____ | _____    |
| West Side Reserved Seat - Adult                 | 60.00    | _____ | _____    |
| Junior (6-12)                                   | 24.00    | _____ | _____    |
| Child (5 & Under)                               | 14.00    | _____ | _____    |
| East Side Reserved Seat - Adult                 | 56.00    | _____ | _____    |
| Junior (6-12)                                   | 20.00    | _____ | _____    |
| Child (5 & Under)                               | 10.00    | _____ | _____    |
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| Wed.-Sat. General Admission, Sun.-Mon. Reserved | \$150.00 | _____ | _____    |
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| <b>WITHIN 10 DAYS OF EVENT</b>                  |          |       |          |
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| National Ticketing Office at 800/884-6472       |          |       |          |
| Handling  | \$ 5.00  |       |          |
| <b>TOTAL</b>                                    |          |       | \$ _____ |



The action begins on Wednesday and continues to build through the Labor Day weekend. Professional qualifying begins with a spectacular Friday evening session featuring 320-mph speeds under the IRP lights, and the pro teams go through four more tension-packed sessions on Saturday and Sunday in attempts to make the elite 16-competitor fields.

In addition to the NHRA Winston Drag Racing Series professionals, the competition includes large fields in seven NHRA Federal-Mogul Drag Racing Series sportsman categories.

Special events include the Holley Pro Stock Dominator Duel for motorcycles on Saturday and the Budweiser Shootout for eight pre-qualified Funny Cars on Sunday.

All of it leads up to Monday's unpredictable final eliminations, when the latest champions add their names to the legends of the world's quickest and fastest motorsport.

**NHRA Winston  
Drag Racing**

**NHRA FEDERAL  
MOGUL  
Drag Racing Series**

**Holley  
DOMINATOR  
DUEL**

**Budweiser  
SHOOTOUT  
AT INDIANAPOLIS**

**IRP INDIANAPOLIS RACEWAY PARK**

# 800/884-NHRA



# **Budweiser Night Before The 500 Has A Real History**

The smorgasbord of motorsports laid out for fans who throng to the Indianapolis area each May includes a prime selection which has been part of the activities for more than half a century.

This year's presentation of the Budweiser Night Before the 500 on the .686-mile paved oval at Indianapolis Raceway Park will be the 55th in the colorful history of this race. It all began on the quarter-mile banked oval at the old 16th Street Speedway, just across from the Indianapolis Motor Speedway, in 1946.

The brainchild of promoter Rags Mitchell, the race has always featured the midgets - the quick and exciting cars which for several decades served as the principal training ground for open wheel oval track drivers in the United States.

In the beginning, the sanctioning body was the American Automobile Association's Contest Board, and then the United States Auto Club when it succeeded AAA in 1956.

The event has always been a showplace for innovation in midget technology, and has seen some interesting changes through its long history.

Powerplants, for example, have evolved from the days of the reliable Ford V8-60, through the Offenhauser era in the 1950s and 1960s, when six-cylinder Ford Falcon and Chevy II engines were seen spicing the predominately Offy-powered fields.

In the latter years of that decade, some enterprising engine builders sliced a small-block Chevy V8 in half (lengthwise) and came up with an engine which enjoyed success until highly-modified Volkswagen powerplants came on the scene.

The VW was the engine of choice for more than 15 years, until the trend toward smaller cars on the highway began to spawn some innovations and then the "half V8" emerged again, this time with new technology bringing more power.

The first victory for the new engine style on the IRP oval came in the 43rd annual Budweiser Night Before the 500 in May of 1988 when Jack Calabrese raced under the checkered flag behind a Pontiac.

By the time the next season rolled around, the new breed of midget engines produced by names like Slutter, Cosworth, Gaerte, Fontana, Arias, and other were clearly outclassing the venerable old VW.

By 1992, a new V4 engine was ready for competition (this time the Chevy V8 had been sliced crossways), and a new V6 was available from the inventive mind of Ralph Potter. Before long, practically every engine maker in racing had a midget powerplant.

The race has also seen the emergence of some new stars in the sport - the most notable in the recent past being Jeff Gordon. Gordon appeared on the scene in 1989 and won the prestigious feature in his first outing ever in a USAC midget - and before he had graduated from high school. Gordon won again in 1990, becoming the first back-to-back winner of the event since Jimmy Davies in the early 1960s, and recording a total of four midget triumphs at IRP over two years - plus another win in USAC sprint car competition - before moving on to NASCAR.

In the late 1940s and early 1950s, multiple programs were a part of the racing at 16th Street, with time trials, heat races, a semi-feature, and a feature in each. The stands were cleared after each feature, but quickly refilled again as the gates were opened and tickets went on sale for the next program.

As many as three complete programs were held in a single night, with the final feature often being completed just in time to allow fans to make it to the gates of the Speedway before the opening signal sounded at 5:00 a.m.

The multiple programs reached a climax in 1956, when Shorty Templeman won all three of the 100-lap features.

In the early days, drivers who had qualified for the Indianapolis 500-Mile Race were sometimes seen competing in the "Night Before" program, but sanctioning officials soon took a dim view of such activity and prohibited it. Even then, there were rumors that drivers with "new" names in the midget program might also be seen across the street in championship cars on the following day under their more familiar handles.

With the passing of the original site, the program moved onto the dirt quarter-mile at the Kokomo Speedway in 1959, then returned to pavement on the one-fifth-mile at the Indianapolis Speedrome in 1962. It went back to Kokomo in 1967, then made its first appearance on the IRP oval in 1969. The one mile dirt track at the Indiana State Fairgrounds became the site of the race in 1972, but it came back to IRP in 1974 and remained there through 1978.

In 1979, the race was held at the Speedrome, and it then became a permanent fixture at IRP in 1980.

Through the years, the race has gained in prestige until it is one which all midget competitors want to win before their career is over.

In the early years, and through the 1960s, owners of championship cars populated the pit area and grandstands, watching closely how drivers handled the quick-steering midgets. More than one championship career was accelerated as an owner saw the promise needed to handle the "big cars."

The rear-engine revolution slowed that process dramatically, of course, but with the advent of the Indy Racing League and the success of drivers such as Tony Stewart, those handling the midgets once again have hope that their prowess will be noticed by IRL team owners.



**Shorty Templeman, driving the Hardwood Door Offy, won all three 100-lap features on the Night Before the 500 program at the original 16th Street Speedway in 1956.**

(Photo from Speedway Photos by Bob Sheldon, Witness Productions)





# USAC Midget Car Feature Race Winners

## *16th Street Speedway*

- 1946 Leroy Warriner, Benny Emerick
- 1947 Sam Hanks, Ted Duncan
- 1948 Eddie Haddad (2), Johnnie Parsons
- 1949 Eddie Haddad (2), Mike O'Halloran
- 1950 Leroy Warriner, Mike Nazaruk, Manuel Ayulo
- 1951 No Race
- 1952 Patsy Goacher
- 1953 Johnnie Tolan
- 1954 Patsy Goacher, Johnny Kay, Tony Bonadies
- 1955 Eddie Sachs, Forrest Parker
- 1956 Shorty Templeman (3)
- 1957 Chuck Rodee, Len Sutton
- 1958 Mauri Wilson, Gene Force, Tony Bonadies

## *Kokomo Speedway*

- 1959 Gene Force
- 1960 Jimmy Davies
- 1961 Jimmy Davies

## *Indianapolis Speedrome*

- 1962 Jimmy Davies
- 1963 Mel Kenyon
- 1964 Chuck Rodee

## *Kokomo Speedway*

- 1965 Mel Kenyon
- 1966 Chuck Arnold
- 1967 Mike McGreevy
- 1968 Rained Out

## *Indianapolis Raceway Park*

- 1969 Bob Wente, Henry Pens
- 1970 Lee Kunzman
- 1971 Jimmy Caruthers

## *Indiana State Fairgrounds*

- 1972 Tom Bigelow, Pancho Carter
- 1973 Rained Out

## *Indianapolis Raceway Park*

- 1974 Tommy Astone
- 1975 Bill Engelhart
- 1976 Bob Wente
- 1977 Mel Kenyon
- 1978 Rich Vogler

## *Indianapolis Speedrome*

- 1979 Jeff Nuckles, Sleepy Tripp

## *Indianapolis Raceway Park*

- 1980 Mel Kenyon
- 1981 Mack McClellan

## *Indianapolis Raceway Park (cont'd)*

- 1982 Greg Leffler
- 1983 Ken Schrader
- 1984 Steve Lotshaw
- 1985 Nick Fornoro Jr.
- 1986 Sam Isenhower
- 1987 Nick Fornoro Jr.
- 1988 Jack Calabrese
- 1989 Jeff Gordon
- 1990 Jeff Gordon
- 1991 Mike Fedorcak
- 1992 Doug Kalitta
- 1993 Mike Bliss
- 1994 Ted Hines
- 1995 Andy Michner
- 1996 Kenneth Nichols
- 1997 Ryan Newman
- 1998 Dave Steele
- 1999 Ryan Newman
- 2000

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# 1999 National Champions



**RYAN NEWMAN**  
South Bend, Ind.

Newman won the 1999 USAC Coors Light Silver Bullet Series championship with a dozen top-10 finishes in 15 starts. He won twice, including the Coca-Cola Classic 100 at Indianapolis Raceway Park.

In addition to his victory in the Coors series last year, he has won five times at IRP in midgets, and has twice been a winner of both the traditional Night Before the 500 classic and the Mel Kenyon Classic.

His 2000 ride in the series is Aristocrat Products/Wynn's-sponsored machine owned by Johnny Vance of Dayton, Ohio, and it carries the No. 1 symbolic of the national championship.

Darland finally earned his first USAC Stoops Freightliner Sprint Car championship by winning four races late in the season and beat Tracy Hines by more than 200 points.

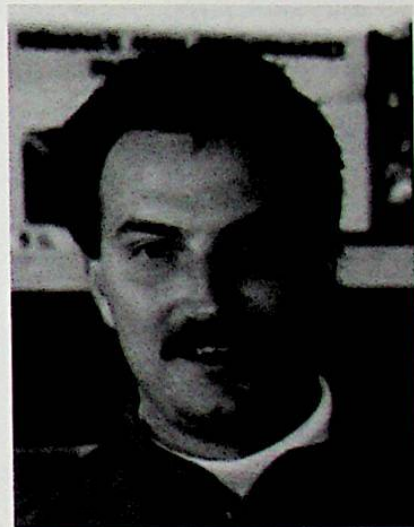
Two of his wins came in classic races, the Four Crown Nationals at Eldora and the Joe James/Pat O'Connor Memorial at Salem Speedway. He also won at Putnamville, Ind. and Franklin, Pa.

He had taken the point lead in mid-June, and never gave it up.

For 2000, he's back with the Hoffman family's Dynamics Inc. team, in the Kroger/Pringles/Sunny Delight No. 69.



**DAVE DARLAND**  
Kokomo, Ind.



**JASON LEFFLER**  
Long Beach, Cal.

1999 was a memorable year for Jason Leffler. Not only did he win the MCI WorldCom USAC Midget Car Series title for the third straight year, but he earned his first-ever Midget win at Indianapolis Raceway Park in the Season Finale.

Driving the Steve Lewis-owned Wynn's/Ford/ASE/Beast/Performance Racing Industry entry, Leffler put an exclamation point on the season by winning the traditional Turkey Night Grand Prix.

A win at New Castle, Ind., in mid-August put him nearly 100 points ahead of his nearest competitor, and his wins over the last two months added to the margin.





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**VP/Competition Director** ..... **MIKE DEVIN**  
**VP/News & Communications** ..... **DICK JORDAN**  
**Marketing Services** ..... **ROB CLENDENING**

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**Series Coordinator** ..... **JOHN CAPELS**  
**Chief Steward** ..... **BILL CAREY**  
**Technical Director** ..... **NORM SHIELDS**  
**Chief Starter** ..... **WALLY SCHERER**  
**Timing & Scoring Coordinator** ..... **BOB LAYCOCK JR.**  
**Scorers** ..... **JOSH LAYCOCK, SANDY LOWE**  
**Registrars** ..... **DON FREEMAN, GENE HEETER, BARBARA HELLYER**  
**Technical Inspectors** ..... **SAM BELL, RON SCUDDER**  
**Operations** ..... **JOHN STECKLER**  
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**Pit Stewards** ..... **EVAN COX, DON FREEMAN**  
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**Series Coordinator** ..... **JASON SMITH**  
**Chief Steward** ..... **NORM SHIELDS**  
**Chief Starter** ..... **WALLY SCHERER**  
**Scorers** ..... **SANDY LOWE, JOSH LAYCOCK**  
**Registrars** ..... **WALLY DUNKERSON, GENE HEETER**  
**Technical Inspector** ..... **RON SCUDDER**  
**Operations** ..... **JOHN STECKLER**  
**Pit Stewards** ..... **EVAN COX, DON FREEMAN**  
..... **JIM NELL III, BILL SHIPMAN**

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**Series Coordinator** ..... **JASON SMITH**  
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**Steward** ..... **SAM BELL**  
**Chief Starter** ..... **BILL SHIPMAN**  
**Scorers** ..... **SANDY LOW, JOSH LAYCOCK**  
**Chief Registrar** ..... **WALT DUNKERSON**  
**Registrar** ..... **DON FREEMAN**  
**Technical Inspector** ..... **SAM BELL**  
**Operations** ..... **JOHN STECKLER**  
**Pit Stewards** ..... **EVAN COX, JIM NELL III, JOHN NIMS**

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**Chief Starter** ..... **PHIL JEROMINSKI**  
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# USAC DRIVERS



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**TONY AVE**  
Indianapolis, Ind.



**STEVE BARTH**  
Alexandria, Ind.



**DONNIE BEECHLER**  
Springfield, Ill.



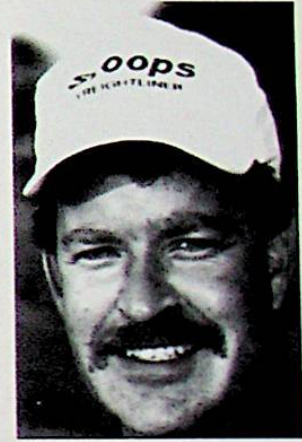
**KEVIN BRISCOE**  
Mitchell, Ind.



**ED CARPENTER**  
Indianapolis, Ind.



**DANE CARTER**  
Brownsburg, Ind.



**KENT CHRISTIAN**  
Clayton, Ind.



**JERRY COONS JR.**  
Tucson, Ariz.



**DAVE DARLAND**  
Kokomo, Ind.



**DEREK DAVIDSON**  
Indianapolis, Ind.



**KEVIN DOTY**  
Milan, Ill.





# USAC DRIVERS



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Val Verde, Cal.



**DAN DRINAN**  
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**TONY ELLIOTT**  
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**A.J. FIKE**  
Galesburg, Ill.



**CHET FILLIP**  
San Angelo, Tex.



**ROBBY FLOCK**  
Murrieta, Cal.



**DEAN FRANKLIN**  
Oklahoma City, Okla.



**RUSS GAMESTER**  
Peru, Ind.



**BRIAN GERSTER**  
Indianapolis, Ind.



**ERIC GORDON**  
Indianapolis, Ind.



**CHUCK GURNEY**  
Livermore, Cal.



**JACK HEWITT**  
Troy, Ohio





# USAC DRIVERS



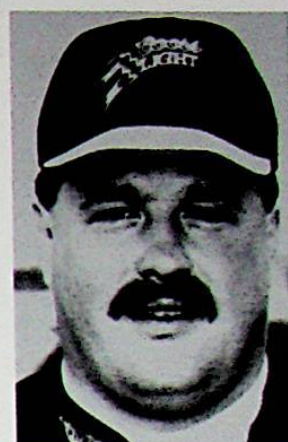
**JOHN HEYDENREICH**  
Bloomsburg, Pa.



**GARY HIEBER**  
Langhorne, Pa.



**TRACY HINES**  
New Castle, Ind.



**REBEL JACKSON JR.**  
Buckley, Wash.



**MATT JEWELL**  
Maysville, Iowa



**RONNIE JOHNCOX**  
Jackson, Mich.



**TODD KANE**  
Delaware, Ohio



**CLAY KLEPPER**  
Caruthers, Cal.



**STEVE KNEPPER**  
Belleville, Ill.



**MICHAEL LANG**  
Indianapolis, Ind.



**CHUCK LEARY**  
Greenfield, Ind.



**JASON LEFFLER**  
Long Beach, Cal.





# USAC DRIVERS



**MICHAEL LEWIS**  
Noblesville, Ind.



**JASON LYNCH**  
Terre Haute, Ind.



**CRITTER MALONE**  
Indianapolis, Ind.



**JUSTIN MARVEL**  
Brownsburg, Ind.



**JASON MCCORD**  
Anderson, Ind.



**JIMMY MCCUNE**  
Toledo, Ohio



**SARAH MCCUNE**  
Perrysburg, Ohio



**ANDY MICHNER**  
Grass Lake, Mich.



**KEVIN MILLER**  
Crawfordsville, Ind.



**JOHN NERVO**  
Akron, Ohio



**RYAN NEWMAN**  
South Bend, Ind.



**BRAD NOFFSINGER**  
Concord, N.C.





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**BILLY PUTERBAUGH JR.**  
Brownsburg, Ind.



**ROBBIE RICE**  
Brownsburg, Ind.



**BILL ROSE**  
Plainfield, Ind.



**RYAN SCOTT**  
Concord, N.C.



**RICKY SHELTON**  
Huntington Beach, Cal.



**JIMMY SILLS**  
Placerville, Cal.



**RON SMOKER**  
North Boston, N.Y.



**JON STANBROUGH**  
Jamestown, Ind.



**DAVE STEELE**  
Tampa, Fla.



**STEVE SURNIK**  
Carlisle, Pa.





# USAC DRIVERS



**KEVIN THOMAS**  
Danville, Ind.



**RICK TREADWAY**  
Indianapolis, Ind.



**BRIAN TYLER**  
Parma, Mich.



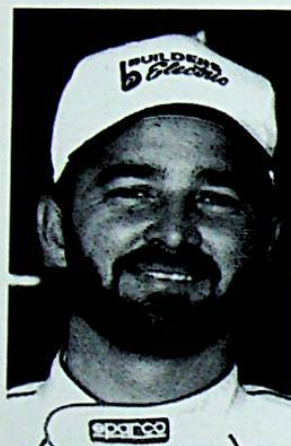
**BENTLEY WARREN**  
Kennebuckport, Me.



**TRAVIS WELPOTT**  
Pendleton, Ind.



**MATT WESTFALL**  
Ludlow Falls, Ohio



**PAUL WHITE**  
Temple, Tex.



**J.J. YELEY**  
Phoenix, Ariz.



## Indianapolis Raceway Park Winners 1985-1999

July 13, 1985 150 Laps  
July 13, 1986 150 Laps  
July 11, 1987 150 Laps  
July 9, 1988 150 Laps  
July 8, 1989 75 Laps  
July 8, 1989 75 Laps  
June 30, 1990 100 Laps  
June 29, 1991 100 Laps  
June 27, 1992 100 Laps  
June 26, 1993 60 Laps

Rick Hood  
Ken Schrader  
Jeff Bloom  
Bruce Field  
Bob Cicconi  
Ken Schrader  
George Snider  
Johnny Parsons  
Jim Keeker  
Mike Bliss

August 4, 1994 60 Laps  
August 2, 1995 60 Laps  
May 18, 1998 100 Laps  
July 31, 1996 100 Laps  
May 17, 1997 100 Laps  
July 30, 1997 100 Laps  
May 16, 1998 100 Laps  
July 29, 1998 100 Laps  
May 22, 1999 100 Laps  
August 4, 1999 100 Laps

Mike Bliss  
Jim Keeker  
Mike Bliss  
Kenny Irwin Jr.  
Pat Abold  
Kenny Irwin Jr.  
Tony Stewart  
Jason Leffler  
Ryan Newman  
Dave Steele



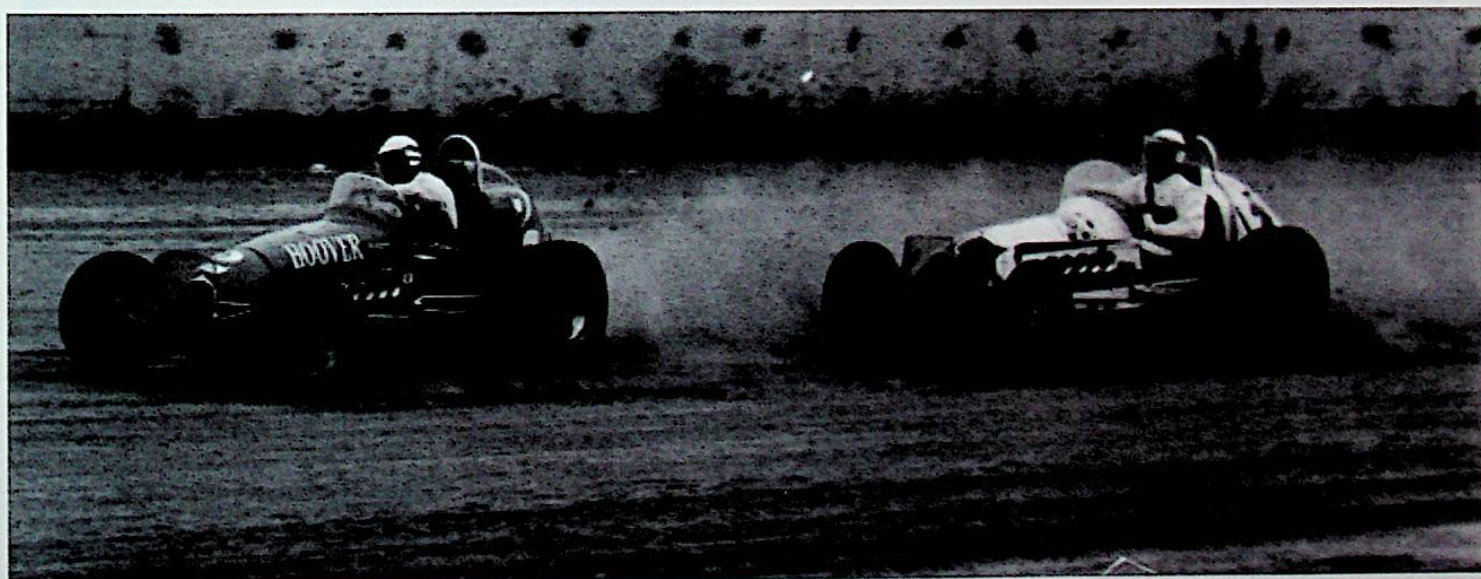


# Indianapolis Raceway Park

## Feature Race Winners

### 1961-1999

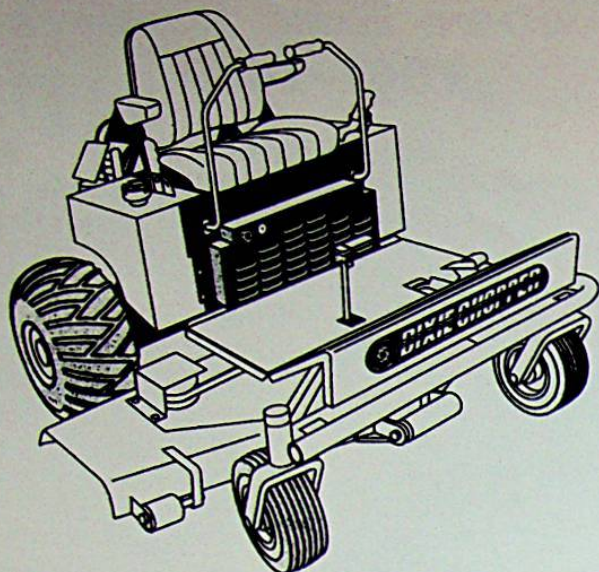
|    | <u>Date</u>          | <u>Distance</u> | <u>Winner</u>     |    | <u>Date</u>    | <u>Distance</u> | <u>Winner</u>   |
|----|----------------------|-----------------|-------------------|----|----------------|-----------------|-----------------|
| 1  | May 28, 1961 ( Dirt) | 30 Laps         | A.J. Foyt         | 32 | Aug. 10, 1989  | 30 Laps         | Gene Lee Gibson |
| 2  | July 2, 1961         | 30 Laps         | Parnelli Jones    | 33 | Aug. 24, 1989  | 30 Laps         | Rich Vogler     |
| 3  | July 30, 1961        | 30 Laps         | Parnelli Jones    | 34 | May 13, 1990   | 30 Laps         | Eric Gordon     |
| 4  | Oct. 15, 1961        | 50 Laps         | Parnelli Jones    | 35 | June 9, 1990   | 30 Laps         | Jeff Gordon     |
| 5  | May 27, 1962         | 50 Laps         | A.J. Foyt         | 36 | Aug. 18, 1990  | 30 Laps         | Jeff Bloom      |
| 6  | July 8, 1962         | 30 Laps         | Parnelli Jones    | 37 | May 11, 1991   | 30 Laps         | Gene Lee Gibson |
| 7  | June 30, 1963        | 100 Laps        | Roger McCluskey   | 38 | June 8, 1991   | 30 Laps         | Steve Butler    |
| 8  | June 28, 1964        | 100 Laps        | Don Branson       | 39 | Aug. 17, 1991  | 30 Laps         | Eric Gordon     |
| 9  | June 27, 1965        | 100 Laps        | Greg Weld         | 40 | May 9, 1992    | 30 Laps         | Jim Keeker      |
| 10 | May 17, 1970         | 50 Laps         | Gary Bettenhausen | 41 | June 13, 1992  | 30 Laps         | Eric Gordon I   |
| 11 | May 15, 1971         | 40 Laps         | Sam Sessions      | 42 | May 15, 1993   | 30 Laps         | Jim Mahoney     |
| 12 | May 13, 1972         | 40 Laps         | Tom Bigelow       | 43 | July 17, 1993  | 30 Laps         | Mike Bliss      |
| 13 | May 12, 1973         | 40 Laps         | Lee Kunzman       | 44 | July 24, 1993  | 30 Laps         | Tony Stewart    |
| 14 | May 18, 1974         | 40 Laps         | Tom Bigelow       | 45 | May 14, 1994   | 30 Laps         | Mike Bliss      |
| 15 | June 8, 1974         | 40 Laps         | Billy Cassella    | 46 | June 23, 1994  | 30 Laps         | Mike Bliss      |
| 16 | May 10, 1975         | 40 Laps         | Lee Osborne       | 47 | July 14, 1994  | 30 Laps         | Mike Bliss      |
| 17 | June 28, 1975        | 40 Laps         | Rollie Beale      | 48 | July 28, 1994  | 30 Laps         | Mike Bliss      |
| 18 | May 16, 1976         | 40 Laps         | Pancho Carter     | 49 | May 13, 1995   | 30 Laps         | Tony Stewart    |
| 19 | June 26, 1976        | 40 Laps         | Dana Carter       | 50 | June 10, 1995  | 30 Laps         | Tony Stewart    |
| 20 | April 16, 1977       | 40 Laps         | Sheldon Kinser    | 51 | July 21, 1995  | 30 Laps         | Kenny Irwin Jr. |
| 21 | May 14, 1977         | 40 Laps         | Tom Bigelow       | 52 | May 11, 1996   | 30 Laps         | Andy Michner    |
| 22 | June 25, 1977        | 40 Laps         | Bubby Jones       | 53 | June 9, 1996   | 30 Laps         | Kenny Irwin Jr. |
| 23 | April 8, 1978        | 40 Laps         | Pancho Carter     | 54 | July 24, 1996  | 30 Laps         | Andy Michner    |
| 24 | May 21, 1978         | 40 Laps         | Rich Vogler       | 55 | May 10, 1997   | 30 Laps         | Dave Steele     |
| 25 | May 10, 1980         | 40 Laps         | Pancho Carter     | 56 | June 14, 1997  | 30 Laps         | Dave Steele     |
| 26 | Aug. 31, 1980        | 30 Laps         | Steve Chassey     | 57 | July 16, 1997  | 30 Laps         | Dave Steele     |
| 27 | July 7, 1988         | 30 Laps         | Bob Frey          | 58 | July 1, 1998   | 30 Laps         | Tracy Hines     |
| 28 | July 29, 1988        | 30 Laps         | Greg Staab        | 59 | Sept. 19, 1998 | 30 Laps         | Tracy Hines     |
| 29 | Aug. 18, 1988        | 30 Laps         | Steve Butler      | 60 | June 12, 1999  | 30 Laps         | Tracy Hines     |
| 30 | June 29, 1989        | 30 Laps         | Wayne Hammond     | 61 | Aug. 11, 1999  | 30 Laps         | Dave Steele     |
| 31 | July 13, 1989        | 30 Laps         | Rich Vogler       | 62 | Sept. 18, 1999 | 30 Laps         | Dave Steele     |



*The very first event presented on the Indianapolis Raceway Park oval was a USAC Sprint Car race on May 28, 1961, and the surface hadn't been paved yet. The winner of that feature was A.J. Foyt, shown above chasing the late Don Branson early in the race. Two days later, Foyt posted the first of his four victories in the Indianapolis 500-Mile Race.*



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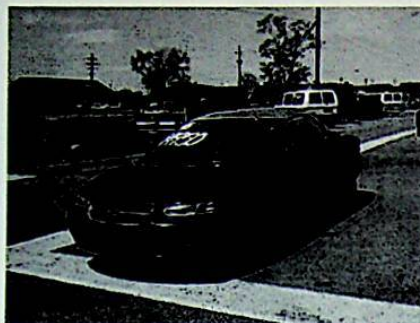
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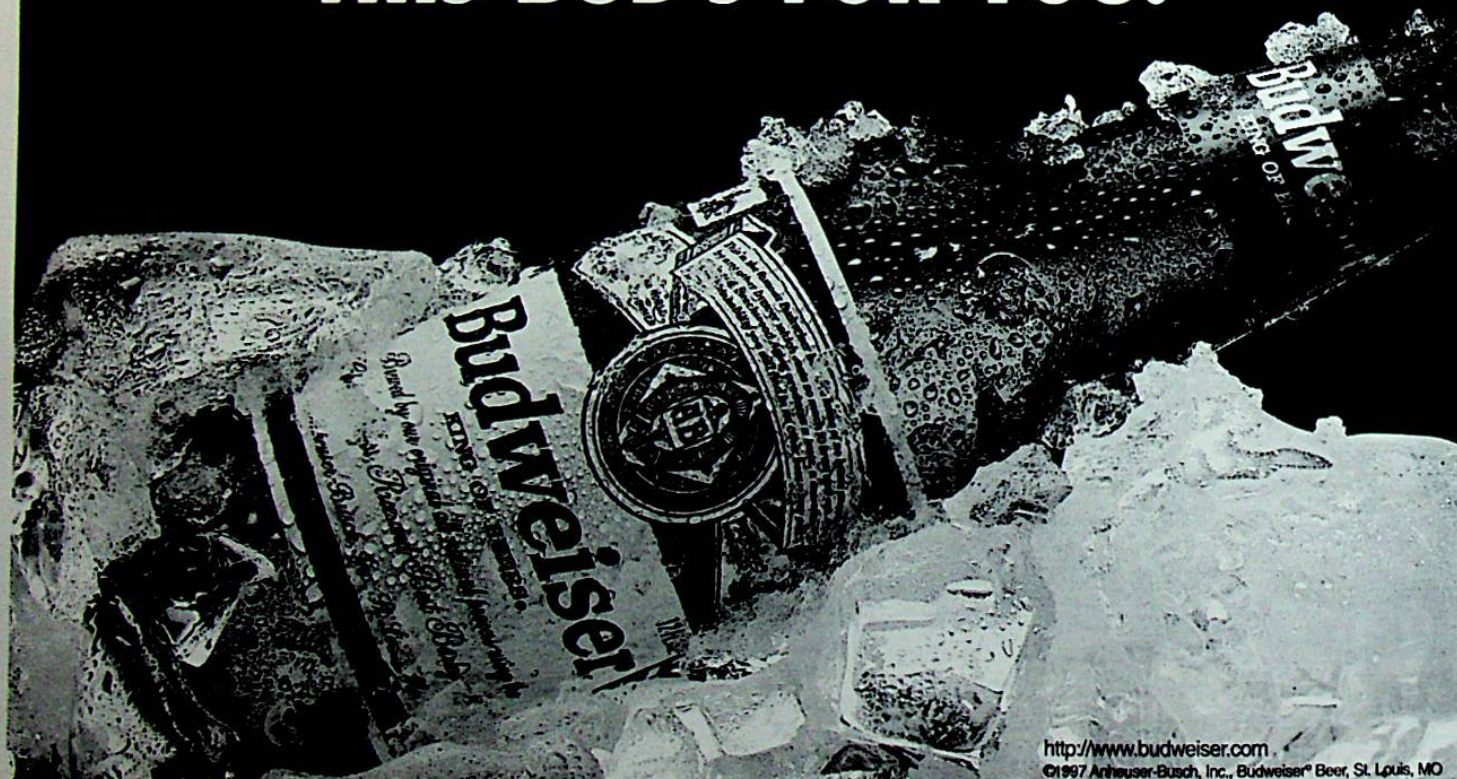


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# Indianapolis Raceway Park

## Feature Race Winners

### 1961-1999

|    | <u>Date</u>    | <u>Distance</u> | <u>Winner</u>      |     | <u>Date</u>     | <u>Distance</u> | <u>Winner</u>   |
|----|----------------|-----------------|--------------------|-----|-----------------|-----------------|-----------------|
| 1  | Aug. 27, 1961  | 30 Laps         | Don Branson        | 55  | May 26, 1990    | 50 Laps         | Jeff Gordon     |
| 2  | Sept. 26, 1965 | 100 Laps        | Bob Wente          | 56  | July 28, 1990   | 30 Laps         | Jeff Gordon     |
| 3  | Aug. 10, 1968  | 30 Laps         | Billy Vukovich     | 57  | Aug. 11, 1990   | 30 Laps         | Don Schilling   |
| 4  | Sept. 21, 1968 | 30 Laps         | Merle Bettenhausen | 58  | May 4, 1991     | 30 Laps         | Bob Cicconi     |
| 5  | May 29, 1969   | 30 Laps         | Bob Wente          | 59  | May 25, 1991    | 50 Laps         | Mike Fedorcak   |
| 6  | May 29, 1969   | 30 Laps         | Henry Pens         | 60  | June 22, 1991   | 30 Laps         | Stan Fox        |
| 7  | July 12, 1969  | 30 Laps         | Bill Engelhart     | 61  | July 6, 1991    | 30 Laps         | Stan Fox        |
| 8  | Aug. 2, 1969   | 30 Laps         | Mel Kenyon         | 62  | July 20, 1991   | 30 Laps         | Bob Cicconi     |
| 9  | Sept. 20, 1969 | 30 Laps         | Lee Kunzman        | 63  | Aug. 23, 1991   | 30 Laps         | Jim Hettinger   |
| 10 | May 29, 1970   | 50 Laps         | Lee Kunzman        | 64  | Aug. 24, 1991   | 50 Laps         | Stan Fox        |
| 11 | July 16, 1970  | 30 Laps         | Jimmy Caruthers    | 65  | May 2, 1992     | 30 Laps         | Kenneth Nichols |
| 12 | May 29, 1971   | 50 Laps         | Jimmy Caruthers    | 66  | May 16, 1992    | 30 Laps         | Dan Drinan      |
| 13 | May 25, 1974   | 30 Laps         | Tommy Astone       | 67  | May 23, 1992    | 50 Laps         | Doug Kalitta    |
| 14 | May 24, 1975   | 30 Laps         | Bill Engelhart     | 68  | May 30, 1992    | 30 Laps         | Doug Kalitta    |
| 15 | July 16, 1975  | 40 Laps         | Johnny Parsons     | 69  | July 18, 1992   | 30 Laps         | Kenny Irwin     |
| 16 | Aug. 20, 1975  | 30 Laps         | Sleepy Tripp       | 70  | July 18, 1992   | 30 Laps         | Dan Drinan      |
| 17 | April 11, 1976 | 30 Laps         | Sleepy Tripp       | 71  | Aug. 15, 1992   | 50 Laps         | Kenneth Nichols |
| 18 | May 29, 1976   | 30 Laps         | Bob Wente          | 72  | May 8, 1993     | 30 Laps         | Kenneth Nichols |
| 19 | June 30, 1976  | 30 Laps         | Johnny Parsons     | 73  | May 22, 1993    | 30 Laps         | Stevie Reeves   |
| 20 | July 14, 1976  | 30 Laps         | Sleepy Tripp       | 74  | May 29, 1993    | 50 Laps         | Mike Bliss      |
| 21 | Aug. 18, 1976  | 40 Laps         | Jan Opperman       | 75  | June 12, 1993   | 30 Laps         | Kenneth Nichols |
| 22 | April 17, 1977 | 30 Laps         | Gary Bettenhausen  | 76  | June 19, 1993   | 30 Laps         | Randy Tolsma    |
| 23 | May 28, 1977   | 30 Laps         | Mel Kenyon         | 77  | July 10, 1993   | 30 Laps         | Jim Hettinger   |
| 24 | June 15, 1977  | 30 Laps         | Johnny Parsons     | 78  | Aug. 21, 1993   | 40 Laps         | Kenny Irwin     |
| 25 | July 20, 1977  | 30 Laps         | Johnny Parsons     | 79  | May 14, 1994    | 30 Laps         | Tony Stewart    |
| 26 | Aug. 10, 1977  | 30 Laps         | Johnny Parsons     | 80  | May 21, 1994    | 30 Laps         | Brian Gerster   |
| 27 | April 30, 1978 | 30 Laps         | Johnny Parsons     | 81  | May 28, 1994    | 50 Laps         | Ted Hines       |
| 28 | May 27, 1978   | 30 Laps         | Rich Vogler        | 82  | June 11, 1994   | 30 Laps         | Andy Michner    |
| 29 | June 14, 1978  | 30 Laps         | Pancho Carter      | 83  | June 30, 1994   | 30 Laps         | Tony Stewart    |
| 30 | May 26, 1979   | 50 Laps         | Mel Kenyon         | 84  | July 21, 1994   | 30 Laps         | Dan Drinan      |
| 31 | May 27, 1979   | 50 Laps         | Mel Kenyon         | 85  | August 18, 1994 | 40 Laps         | Mike Bliss      |
| 32 | May 24, 1980   | 50 Laps         | Mel Kenyon         | 86  | May 6, 1995     | 30 Laps         | Brian Gerster   |
| 33 | Aug. 31, 1980  | 30 Laps         | Mel Kenyon         | 87  | May 13, 1995    | 30 Laps         | Dan Drinan      |
| 34 | May 23, 1981   | 40 Laps         | Mack McClellan     | 88  | May 28, 1995    | 50 Laps         | Andy Michner    |
| 35 | Aug. 29, 1981  | 50 Laps         | Mack McClellan     | 89  | July 13, 1995   | 30 Laps         | Dan Drinan      |
| 36 | July 3, 1982   | 40 Laps         | Greg Leffler       | 90  | July 27, 1995   | 30 Laps         | Johnny Parsons  |
| 37 | May 28, 1983   | 30 Laps         | Ken Schrader       | 91  | Aug. 2, 1995    | 40 Laps         | Dan Drinan      |
| 38 | May 26, 1984   | 30 Laps         | Steve Lotshaw      | 92  | Aug. 17, 1995   | 40 Laps         | Tony Stewart    |
| 39 | May 25, 1985   | 40 Laps         | Nick Fornoro Jr.   | 93  | May 11, 1996    | 30 Laps         | Kenneth Nichols |
| 40 | May 24, 1986   | 40 Laps         | Sam Isenhower      | 94  | May 25, 1996    | 50 Laps         | Kenneth Nichols |
| 41 | May 23, 1987   | 40 Laps         | Nick Fornoro Jr.   | 95  | June 23, 1996   | 30 Laps         | Doug Kalitta    |
| 42 | May 28, 1988   | 40 Laps         | Jack Calabrese     | 96  | July 17, 1996   | 30 Laps         | Doug Kalitta    |
| 43 | June 23, 1988  | 30 Laps         | Jim Keeker         | 97  | Aug. 14, 1996   | 40 Laps         | Tony Stewart    |
| 44 | June 30, 1988  | 30 Laps         | Bob Cicconi        | 98  | May 10, 1997    | 30 Laps         | Tony Stewart    |
| 45 | July 14, 1988  | 30 Laps         | Mike Gregg         | 99  | May 24, 1997    | 40 Laps         | Ryan Newman     |
| 46 | July 21, 1988  | 30 Laps         | Jack Calabrese     | 100 | July 23, 1997   | 30 Laps         | Tracy Hines     |
| 47 | Aug. 4, 1988   | 30 Laps         | Rich Vogler        | 101 | Aug. 13, 1997   | 40 Laps         | Ryan Newman     |
| 48 | Aug. 11, 1988  | 30 Laps         | Rich Vogler        | 102 | May 24, 1998    | 50 Laps         | Dave Steele     |
| 49 | May 27, 1989   | 40 Laps         | Jeff Gordon        | 103 | Aug. 12, 1998   | 40 Laps         | Tracy Hines     |
| 50 | June 22, 1989  | 30 Laps         | Rich Vogler        | 104 | Sept. 19, 1998  | 30 Laps         | Ryan Newman     |
| 51 | July 6, 1989   | 30 Laps         | Jeff Gordon        | 105 | May 29, 1999    | 50 Laps         | Ryan Newman     |
| 52 | July 20, 1989  | 30 Laps         | Don Schilling      | 106 | Aug. 18, 1999   | 40 Laps         | Ryan Newman     |
| 53 | Aug. 3, 1989   | 27 Laps         | Rich Vogler        | 107 | Sept. 18, 1999  | 30 Laps         | Jason Leffler   |
| 54 | Aug. 17, 1989  | 30 Laps         | Don Schilling      |     |                 |                 |                 |



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## Indianapolis Raceway Park...

# A Brief History

The multi-purpose motorsports facility which has become famous over the past forty years as Indianapolis Raceway Park had its beginnings as a dream on the part of three individuals who shared a love of auto racing.

In 1958, Tom Binford, Frank Dicke, and Rodger Ward agreed that there was a definite need for a good half-mile dirt track in the Indianapolis area.

They decided to do something about that, and assigned a mutual Realtor friend, Howard Fieber, to find a suitable available site.

It wasn't long before Fieber reported to the trio that he had located a 267-acre farm about seven miles from the Indianapolis Motor Speedway, just over the line in Hendricks County and just west of the town of Clermont, with frontage on Crawfordsville Road - U.S. Highway 136.

By the time Fieber had located the site, the original group had grown to fifteen racing professionals and Indianapolis businessmen, each of whom was willing to invest \$5,000.

The availability of such a large tract changed their thinking. A momentous decision was made - one which would ultimately have a profound effect on many types of motorsports.

They opted to purchase the entire available acreage, go "public" with the stock, and develop a multi-purpose facility rather than just an oval track.

Their second thought in making Indianapolis Raceway Park a multi-purpose operation involved the design of a 15-turn, 2.5-mile road course. The course was designed by Ward, with considerable assistance and input from the Indianapolis Region of the Sports Car Club of America.

Nearly as an afterthought, and as an insurance measure against economic problems until the road course became a viable venue, the financial backers decided to incorporate a quarter-mile drag strip into the long straightaway of the 2.5-mile layout.

The drag strip was constructed with assistance from the National Hot Rod Association, with considerable input being provided by Bob Daniels, then director of NHRA's North Central Division.

Ironically, the last part of the facility to be conceived - the drag strip - was the first of the three courses to be completed, and the first event was a drag race in the fall of 1960.

The original dream of a half-mile dirt oval was altered somewhat, with the goal being a paved track of about 5/8-mile laid out by Ward. However, they were unable to have the paving done before the scheduled opening day of May 28, 1961, so the first two events - A USAC Sprint Car race that day and a USAC Stock Car race the following day - were on a dirt surface. A.J. Foyt won the sprint feature, which saw Roger McCluskey's sprint car flip on the first lap, and a couple of days later took the first

of his four Indianapolis 500-Mile Race victories.

The result of Ward's layout was a track of .686-mile in length, with long, sweeping turns which are made to order for close competition.

Early operations on the oval and road course proved to be financially draining, but a major break had come in 1960 when Binford traveled to Detroit for the sixth annual National Championship Drag Races being sanctioned by NHRA.

After a look around the Detroit strip, Binford was convinced that IRP's yet-to-be completed facility could offer NHRA a much better (and more centrally located) site for an event which was growing in stature with each passing year.

This prompted a conversation with Wally Parks, the founder and then president of NHRA, with the subject being the feasibility of moving the event to IRP.

Parks' approval of the new facility led to a three-year contract, then to a ten-year pact. With this turn of events, IRP's board of directors felt confident about the potential of the drag strip, and turned their attention toward road racing.

The first event on the course was an SCCA regional in the Spring of 1961, followed by the Hoosier Grand Prix and the Indy 200, 100, and 150. In 1963 came the Yankee 300 and Yankee 250 as the road course played host to Indy Cars and stock cars sanctioned by the United States Auto Club as well as the SCCA sports car competitors.

Through the years, many forms of racing have been presented on all three tracks,

including a weekly Friday night stock car program on the oval at one time.

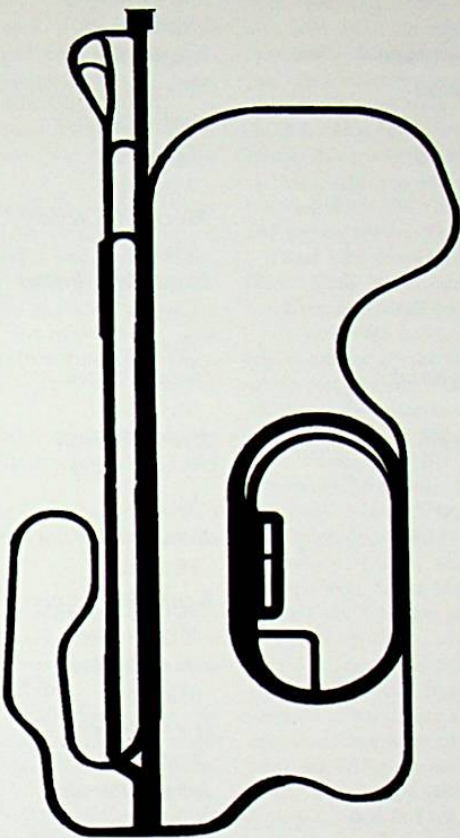
Lean years in the 1970s caused IRP to be virtually shut down at the close of the 1978 racing season, with the exception of the drag strip.

After much speculation about the future of IRP, it was purchased by a California-based organization - the National Hot Rod Association - still headed by Wally Parks, the man who had brought what was to become the NHRA U.S. NATIONALS to Indianapolis almost twenty years earlier.

The years since NHRA's acquisition of the vast property have seen many improvements in relation to the grounds as well as in the forms of auto racing presented.

Under NHRA's ownership, the yearly schedule at IRP has been geared to championship racing of various types, featuring competition sanctioned by major organizations on all three courses.

IRP is unique in that the facility is capable of hosting all forms of competition sanctioned by all member groups of ACCUS - the Automobile Competition Committee of the United States, this country's representative group in affiliation with FISA, the worldwide sanctioning organization.





# Winners Of United States Auto Club Features On Indianapolis Raceway Park Oval Track

|                           |   |    |                        |   |   |                        |   |   |                       |     |
|---------------------------|---|----|------------------------|---|---|------------------------|---|---|-----------------------|-----|
| <b>Pat Abold</b>          |   |    | <b>A.J. Foyt</b>       |   |   | <b>Greg Leffler</b>    |   |   |                       |     |
| Silver Crown              | 1 | 1  | Sprint Car             | 3 | 3 | Midget                 | 1 | 1 | <b>Ken Schrader</b>   |     |
| <b>Jeff Andretti</b>      |   |    | <b>Bob Frey</b>        |   |   | <b>Jason Leffler</b>   |   |   | Silver Crown          | 2   |
| Pro Ford                  | 1 | 1  | Sprint Car             | 1 | 1 | Silver Crown           | 1 |   | Midget                | 1 3 |
| <b>Tommy Astone</b>       |   |    | <b>Brian Gerster</b>   |   |   | Midget                 | 1 | 2 | <b>Chris Shultz</b>   |     |
| Midget                    | 1 | 1  | Midgets                | 2 | 2 | <b>Steve Lotshaw</b>   |   |   | FL Electric           | 1 1 |
| <b>Rollie Beale</b>       |   |    | <b>Gene Lee Gibson</b> |   |   | Midgets                | 1 | 1 | <b>George Snider</b>  |     |
| Sprint Car                | 1 | 1  | Sprint Car             | 2 | 2 | <b>Jim Mahoney</b>     |   |   | Silver Crown          | 1 1 |
| <b>Gary Bettenhausen</b>  |   |    | <b>Memo Gidley</b>     |   |   | Sprint Cars            | 1 | 1 | <b>Greg Staab</b>     |     |
| Sprint Car                | 1 |    | Formula Ford 2000      | 1 | 1 | <b>Allen May</b>       |   |   | Sprint Car            | 1 1 |
| Midget                    | 1 | 2  | <b>Paul Goldsmith</b>  |   |   | Formula Ford 2000      | 1 | 1 | <b>Dave Steele</b>    |     |
| <b>Merle Bettenhausen</b> |   |    | Stock Car              | 1 | 1 | <b>Andy Michner</b>    |   |   | Silver Crown          | 1   |
| Midget                    | 1 | 1  | <b>Eric Gordon</b>     |   |   | Sprint Car             | 2 |   | Sprint Car            | 5   |
| <b>Tom Bigelow</b>        |   |    | Sprint Car             | 3 | 3 | Midget                 | 2 | 4 | Midget                | 1 7 |
| Sprint Car                | 3 | 3  | <b>Jeff Gordon</b>     |   |   | <b>Mack McClellan</b>  |   |   | <b>Tony Stewart</b>   |     |
| <b>Mike Bliss</b>         |   |    | Sprint Car             | 1 |   | Midget                 | 2 | 2 | Silver Crown          | 1   |
| Silver Crown              | 3 |    | Midget                 | 4 | 5 | <b>Roger McCluskey</b> |   |   | Sprint Car            | 3   |
| Sprint Car                | 5 |    | <b>Mike Gregg</b>      |   |   | Sprint Car             | 1 |   | Midget                | 5 9 |
| Midget                    | 2 | 10 | Midget                 | 1 | 1 | Stock Car              | 1 | 2 | <b>Scott Stovall</b>  |     |
| <b>Jeff Bloom</b>         |   |    | <b>Wayne Hammond</b>   |   |   | <b>Norm Nelson</b>     |   |   | Stock Car             | 1 1 |
| Silver Crown              | 1 |    | Sprint Car             | 1 | 1 | Stock Car              | 2 | 2 | <b>Len Sutton</b>     |     |
| Sprint Car                | 1 | 2  | <b>Jim Hettinger</b>   |   |   | <b>Ryan Newman</b>     |   |   | Stock Car             | 1 1 |
| <b>Don Branson</b>        |   |    | Midget                 | 2 | 2 | Silver Crown           | 1 |   | <b>Craig Taylor</b>   |     |
| Sprint Car                | 1 |    | <b>Ted Hines</b>       |   |   | Midget                 | 5 | 6 | FL Electric           | 1 1 |
| Midget                    | 1 | 2  | Midget                 | 1 | 1 | <b>Ken Nichols</b>     |   |   | <b>Randy Tolsma</b>   |     |
| <b>Steve Butler</b>       |   |    | <b>Tracy Hines</b>     |   |   | Mini-Indy              | 1 | 1 | Midgets               | 1 1 |
| Sprint Car                | 2 | 2  | Sprint Car             | 3 |   | <b>Kenneth Nichols</b> |   |   | <b>Greg Tracy</b>     |     |
| <b>Jack Calabrese</b>     |   |    | Midget                 | 2 | 5 | Midget                 | 6 | 6 | Formula Ford 2000     | 1 1 |
| Midget                    | 2 | 2  | <b>Rick Hood</b>       |   |   | <b>Jan Opperman</b>    |   |   | <b>Sleepy Tripp</b>   |     |
| <b>Dana Carter</b>        |   |    | Silver Crown           | 1 | 1 | Midgets                | 1 | 1 | Midget                | 3 3 |
| Sprint Car                | 1 | 1  | <b>Steve Ice</b>       |   |   | <b>Lee Osborne</b>     |   |   | <b>Rich Vogler</b>    |     |
| <b>Pancho Carter</b>      |   |    | Pro Ford               | 1 | 1 | Sprint Cars            | 1 | 1 | Sprint Car            | 3   |
| Sprint Car                | 3 |    | <b>Kenny Irwin Jr.</b> |   |   | <b>Johnny Parsons</b>  |   |   | Midget                | 5 8 |
| Midget                    | 1 | 4  | Silver Crown           | 2 |   | Silver Crown           | 1 |   | <b>Billy Vukovich</b> |     |
| <b>Jimmy Caruthers</b>    |   |    | Sprint Car             | 2 |   | Midget                 | 7 | 8 | Midget                | 1 1 |
| Midget                    | 2 | 2  | Midget                 | 2 | 6 | <b>Henry Pens</b>      |   |   | <b>Bob Wente</b>      |     |
| <b>Billy Cassella</b>     |   |    | <b>Sam Isenhower</b>   |   |   | Midget                 | 1 | 1 | Midget                | 3 3 |
| Sprint Car                | 1 | 1  | Midgets                | 1 | 1 | <b>Stevie Reeves</b>   |   |   | <b>Greg Weld</b>      |     |
| <b>Steve Chassey</b>      |   |    | <b>Bubby Jones</b>     |   |   | Midgets                | 1 | 1 | Sprint Cars           | 1 1 |
| Sprint Car                | 1 | 1  | Sprint Cars            | 1 | 1 | <b>Joe Ruttman</b>     |   |   | <b>Don White</b>      |     |
| <b>Bob Cicconi</b>        |   |    | <b>Parnelli Jones</b>  |   |   | Stock Car              | 1 | 1 | Stock Car             | 1 1 |
| Silver Crown              | 1 |    | Sprint Car             | 4 | 4 | <b>Sam Sessions</b>    |   |   | <b>Dave Whitcomb</b>  |     |
| Midget                    | 3 | 4  | <b>Doug Kalitta</b>    |   |   | Sprint Car             | 1 | 1 | Stock Car             | 1 1 |
| <b>Clay Collier</b>       |   |    | Midget                 | 4 | 4 | <b>Don Schilling</b>   |   |   |                       |     |
| Formula Ford 2000         | 1 | 1  | <b>Jim Keeker</b>      |   |   | Midget                 | 3 | 3 |                       |     |
| <b>Dan Drinan</b>         |   |    | Silver Crown           | 2 |   |                        |   |   |                       |     |
| Midget                    | 6 | 6  | Sprint Car             | 1 |   |                        |   |   |                       |     |
| <b>Bill Engelhart</b>     |   |    | Midget                 | 1 | 4 |                        |   |   |                       |     |
| Midget                    | 2 | 2  | <b>Mel Kenyon</b>      |   |   |                        |   |   |                       |     |
| <b>Mike Fedorcak</b>      |   |    | Midget                 | 6 | 6 |                        |   |   |                       |     |
| Midgets                   | 1 | 1  | <b>Sheldon Kinser</b>  |   |   |                        |   |   |                       |     |
| <b>Bruce Field</b>        |   |    | Sprint Car             | 1 | 1 |                        |   |   |                       |     |
| Silver Crown              | 1 | 1  | <b>Lee Kunzman</b>     |   |   |                        |   |   |                       |     |
| <b>Nick Fornoro Jr.</b>   |   |    | Sprint Car             | 1 |   |                        |   |   |                       |     |
| Midget                    | 2 | 2  | Midget                 | 2 | 3 |                        |   |   |                       |     |
| <b>Stan Fox</b>           |   |    | <b>Anthony Lazaro</b>  |   |   |                        |   |   |                       |     |
| Midget                    | 3 | 3  | Formula Ford 2000      | 1 | 1 |                        |   |   |                       |     |





# General Information About Indianapolis Raceway Park

The 2000 season sees Indianapolis Raceway Park celebrating its 40th year of serving America's motorsports, and once again, the schedule is an ambitious one.

IRP had its beginnings as a dream on the part of fifteen racing professionals and area businessmen. It is now the site of three world-famous race courses - a 4,400-foot drag strip; a .686-mile oval, and a 15-turn, 2.5 mile road course - all of which are paved with asphalt. The facility has been owned and operated by the National Hot Rod Association since 1979.

All available courses are utilized throughout each season, with a full schedule of championship events and motorsports-related activities being presented. The variety of the events is intended to appeal to virtually every motorsports fan in the United States.

Since the park was purchased by the National Hot Rod Association in 1979, development of all facets of operation have been accelerated. Renovations since that time have involved a total cost of more than seven million dollars, and improvements are a continuing process.

The latest involves construction of a new grandstand, suite, and tower complex on the front straightaway of the oval track, at a cost of more than \$2.5 million, prior to the 1999 season.

One of the first major improvements was completed in 1983 with the official dedication of the four-story **Parks Tower** at the drag strip starting line. The structure, named in honor of NHRA founder and board chairman Wally Parks, houses one of motorsports' finest press centers, a race control center, a conference room, a broadcast booth, and an event office in addition to eight corporate suites. An unparalleled view of the drag strip is available from all areas of the tower, and since its construction it has served as a model for similar improvements at facilities throughout motorsports.

Seating is available for 40,000 spectators on the drag strip, while space exists for up to 20,000 at the oval, with the addition of up to 21,000 temporary seats possible for special events.

About 60 percent of the acreage is available for parking in various sections, with picnic areas and other accommodations for the public also located within the facility.

## Management & Staff

IRP's management team consists of Jeff Dakin, as Director of Operations and Angie Eaton, Director of Business Administration. Charles Harmon serves as Director of Sales and Development. They report to Cary Menard, the NHRA Vice-President for Business and Legal Affairs.

The central management team is supported by a staff of full-time employees, as well as 300 part-time staff members whose duties include clerical and ticketing functions, in addition to maintenance of the vast property.

## Quarter-Mile Drag Strip

The NHRA U.S. NATIONALS, the oldest of the sanctioning body's national events and the largest drag racing event in the world, is the highlight of the championship racing events hosted each year by IRP. It is also one of the richest events in motorsports, being one of only a few which offer a total purse of more than \$2,500,000.

IRP has hosted the event since 1961, and now over 150,000 spectators, 1,000 racing teams, and nationwide media coverage make the race over the Labor Day weekend the ultimate "happening" in the quickest and fastest of all motorsports as the competitors vie for the most coveted titles in drag racing.

The IRP drag strip also hosts the **CarQuest Spring Challenge**, a North Central Division event in the nationwide NHRA Federal-Mogul Drag Racing Series, and the **Sunoco Race Fuels Sportsman Fall Classic**, an NHRA National Open event initiated in 1992.

In addition, the drag strip is host to a full program of amateur drag racing with the **Team Kendall Challenge**, a part of NHRA's "grassroots" **Summit Racing Series**. The series offers the safety and prestige of true competition as a legal alternative of street racing, and top local competitors qualify for participation in the division's **Summit E.T. Finals** - where they race against teams representing drag strips from six states and a part of Canada. This event, contested just two weeks after the NHRA U.S. NATIONALS, is the world's largest amateur drag racing event.

In July, the drag strip becomes the focal point of an annual **Super Chevy Show**, the largest in the nationwide series sponsored by the popular auto enthusiast magazine. More than 30,000 spectators are on hand for the three days of the event, which includes an all-Chevrolet drag race, a huge car show, and a sprawling swap meet.

An event introduced in 1989, the **NHRA/Goodguys Hot Rod Na-**

**tionals**, features the lead sleds, chopped-top coupes, and street roadsters from the pre-World War II era through the 1950s in June. A car show and swap meet are part of the activities, along with nostalgia drag racing and other presentations.

The ProStar motorcycle series will again be featured on the drag strip in August, bringing the fastest two-wheel stars in the world in their annual **Pingel Thunder Motorcycle Nationals**, an event which is part of the organization's national championships.

## .686-Mile Oval

The presentation of varied forms of motorsports competition has been a goal of IRP, and the facility has been a pioneer in this regard on the oval track.

In 1982, major league stock car racing was introduced to the state of Indiana in a bold and innovative step, with the inaugural **Kroger 200**, featuring the southern-based organization's **Busch Grand National Series**, its most competitive. In a relatively brief time span, this traditional event in August has become the biggest short track stock car race in the Midwest. It annually attracts the absolute finest in drivers, cars, and crews, and has created a tradition of its own among those who follow the sport.

This event was joined in 1995 by the inaugural presentation of an event featuring the NASCAR Craftsman Truck Series, now known as the **Power Stroke 200 presented by Ford and International**.

These two events are preceded by the **DuPont 100**, which spotlights the USAC Silver Bullet Racing Series, and the three days of intense racing make up the **Kroger SpeedFest™**.

Action on the lightning-fast oval also includes one of America's most historic traditional races - the **Night Before the 500**. Spotlights the finest in open-wheel competition, highlighting IRP's racing activity during the month of May. As it has for more than forty years, this event features the MCI WorldCom USAC Midget Car Series in one of their most prestigious races of the year.

In keeping with IRP's history of innovation, the USAC Silver Bullet Racing Championship Series - traditional, upright, front-engined, and uniquely American race cars - made its first appearance on a paved oval in Indiana in 1985 as the facility presented another form of motorsports to the area. As mentioned, these cars take part in the **Kroger SpeedFest™**, and for 1996 they were presented for the first time during May, motorsports' most active month in Indianapolis, in the **Coca-Cola Classic 100**.

The 1988 season saw the introduction of a schedule of races featuring the USAC Midgets and Sprint Cars, all broadcast live by ESPN, the Total Sports Network, and new attention was focused on Indianapolis Raceway Park as millions of viewers were able to see the oval and the type of competition of which area fans have been aware for some time. IRP continues to be the cornerstone track for ESPN's weekly presentations.

IRP brought the Stoops Freightliner USAC Sprint Cars back to pavement after a long absence in 1988, and in 2000 they are featured three times.

Carrying on the tradition of innovation at IRP was the introduction of a national championship caliber pavement race for the USAC Midgets. The nation's best drivers and teams in this extremely popular form of motorsports return in August to compete for "bragging rights" on one of the sport's finest and fastest tracks in the annual **Mel Kenyon Classic**, a race which honors one of midget racing's most successful and beloved competitors, one who is still racing - and winning.

Another innovation came in 1999 with a regular series of truck and late model races on the oval, and they will return on selected dates for the **IRP Saturday Series** in 2000.

## 2.5-Mile Road Course

Automobile road racing events on the challenging 2.5-mile, 15-turn course are sanctioned by the Sports Car Club of America.

Premier event for the SCCA is the annual **Indy Grand Prix** in July, which for several years has been one of SCCA's premier national presentations with the best club racing has to offer and attracting entries from several regions to IRP.

The Western-Eastern Roadracers Association sanctions the **Indy Cycle Jam**, part of their Pro Riders' Series, and the exciting go-karts compete in an enduro series event on the course in the fall.

The Skip Barber Racing School, foremost among such organizations in the United States, conducts a number of sessions each year, holding "classes" for aspiring racers as well as enthusiasts who wish to improve their driving on the highways.

Graduates of the Skip Barber Racing School and drivers with previous competition experience are also eligible to compete in the Skip Barber Racing Series, a session of which is conducted each year at IRP.

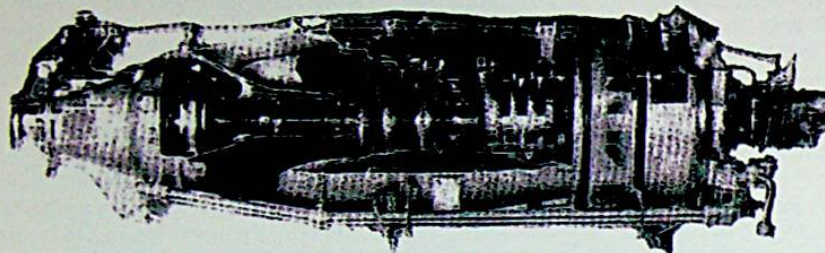
## Additional Uses

Indianapolis Raceway Park is also used extensively for club conventions, swap meets, car shows, testing purposes, and product introductions.



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## Track Records - .686-Mile Oval

(One lap records established in official qualifications)



### AMERICAN SPEED ASSOCIATION (ASA)

|                          |        |         |            |               |
|--------------------------|--------|---------|------------|---------------|
| ACDelco Challenge Series | 21.829 | 113.134 | Rick Beebe | June 20, 1997 |
|--------------------------|--------|---------|------------|---------------|

### AUTOMOBILE RACING CLUB OF AMERICA (ARCA)

|                               |        |         |             |              |
|-------------------------------|--------|---------|-------------|--------------|
| Bondo MarHyde SuperCar Series | 24.450 | 101.086 | Lee Raymond | July 7, 1980 |
|-------------------------------|--------|---------|-------------|--------------|

### AUTO VALUE SUPER SPRINT SERIES

|                   |        |         |            |              |
|-------------------|--------|---------|------------|--------------|
| Winged Sprint Car | 18.403 | 134.195 | Bill Tyler | June 6, 1998 |
|-------------------|--------|---------|------------|--------------|

### ELECTRONIC VEHICLE TECHNOLOGY COMPETITIONS

|                            |        |        |             |              |
|----------------------------|--------|--------|-------------|--------------|
| ABB University Spec Series | 26.410 | 93.510 | Seth Taylor | May 16, 1998 |
|----------------------------|--------|--------|-------------|--------------|

### INCAR

|                        |        |         |            |               |
|------------------------|--------|---------|------------|---------------|
| Jasper Modified Series | 23.261 | 106.169 | Tim Taylor | June 14, 1997 |
|------------------------|--------|---------|------------|---------------|

### INTERNATIONAL SUPER MODIFIED ASSOCIATION (ISMA) & WESTERN SUPER MODIFIED RACING ASSOCIATION (WSMRA)

|                |        |         |                |              |
|----------------|--------|---------|----------------|--------------|
| Super Modified | 18.202 | 135.676 | Davey Hamilton | May 25, 1996 |
|----------------|--------|---------|----------------|--------------|

### NATIONAL ASSOCIATION FOR STOCK CAR AUTO RACING (NASCAR)

|                                       |        |         |                 |                |
|---------------------------------------|--------|---------|-----------------|----------------|
| Busch Series, Grand National Division | 21.766 | 113.461 | David Green     | August 4, 1994 |
| Craftsman Truck Series                | 22.222 | 111.133 | Dennis Setzer   | August 5, 1999 |
| Featherlite Modified Tour             | 20.994 | 117.634 | Mike McLaughlin | May 13, 1989   |

### SPORTS CAR CLUB OF AMERICA (SCCA)

|                     |        |         |                 |              |
|---------------------|--------|---------|-----------------|--------------|
| Formula Ford Series | 22.814 | 108.249 | Greg Gray       | May 26, 1982 |
| Star Mazda Series   | 22.110 | 111.696 | Tony Buffomante | May 24, 1998 |
| Super Vee Series    | 19.581 | 126.122 | Mark Smith      | May 27, 1989 |

### UNITED STATES AUTO CLUB (USAC)

|                                       |        |         |              |                 |
|---------------------------------------|--------|---------|--------------|-----------------|
| Silver Bullet Championship Series     | 20.676 | 119.442 | Chuck Leary  | August 4, 1999  |
| Stoops Freightliner Sprint Car Series | 20.067 | 123.068 | Dave Steele  | July 16, 1997   |
| National Midget Series                | 20.373 | 121.219 | Chris Shultz | August 13, 1997 |
| Formula 2000 Series                   | 21.254 | 116.195 | Craig Taylor | May 23, 1992    |
| Stock Car Series                      | 23.850 | 103.847 | Joe Ruttman  | August 3, 1980  |

## Time-Speed Conversion Chart for .686-Mile Track

| Time  | Speed   | Time  | Speed   | Time  | Speed   | Time  | Speed   | Time  | Speed   |
|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|
| 17.00 | 145.271 | 18.70 | 132.064 | 20.40 | 121.059 | 22.10 | 111.747 | 23.80 | 103.765 |
| 17.10 | 144.421 | 18.80 | 131.162 | 20.50 | 120.468 | 22.20 | 111.243 | 23.90 | 103.331 |
| 17.20 | 143.581 | 18.90 | 130.667 | 20.60 | 119.883 | 22.30 | 110.744 | 24.00 | 102.900 |
| 17.30 | 142.751 | 19.00 | 129.979 | 20.70 | 119.304 | 22.40 | 110.250 | 24.10 | 102.473 |
| 17.40 | 141.931 | 19.10 | 129.298 | 20.80 | 118.731 | 22.50 | 109.760 | 24.20 | 102.050 |
| 17.50 | 141.120 | 19.20 | 128.625 | 20.90 | 118.163 | 22.60 | 109.274 | 24.30 | 101.630 |
| 17.60 | 140.318 | 19.30 | 127.959 | 21.00 | 117.600 | 22.70 | 108.793 | 24.40 | 101.213 |
| 17.70 | 139.525 | 19.40 | 127.299 | 21.10 | 117.043 | 22.80 | 108.315 | 24.50 | 100.800 |
| 17.80 | 138.742 | 19.50 | 126.646 | 21.20 | 116.491 | 22.90 | 107.843 | 24.60 | 100.390 |
| 17.90 | 137.966 | 19.60 | 126.000 | 21.30 | 115.944 | 23.00 | 107.374 | 24.70 | 99.984  |
| 18.00 | 137.200 | 19.70 | 125.360 | 21.40 | 115.402 | 23.10 | 106.909 | 24.80 | 99.581  |
| 18.10 | 136.442 | 19.80 | 124.727 | 21.50 | 114.865 | 23.20 | 106.448 | 24.90 | 99.181  |
| 18.20 | 135.692 | 19.90 | 124.101 | 21.60 | 114.333 | 23.30 | 105.991 | 25.00 | 99.784  |
| 18.30 | 134.951 | 20.00 | 123.480 | 21.70 | 113.806 | 23.40 | 105.538 | 25.10 | 99.390  |
| 18.40 | 134.217 | 20.10 | 122.866 | 21.80 | 113.284 | 23.50 | 105.089 | 25.20 | 98.000  |
| 18.50 | 133.492 | 20.20 | 122.257 | 21.90 | 112.767 | 23.60 | 104.644 | 25.30 | 97.612  |
| 18.60 | 132.774 | 20.30 | 121.655 | 22.00 | 112.255 | 23.70 | 104.203 | 25.40 | 97.228  |







[illegible][illegible]



## 1st Race

| St. | No. | Driver | Fin. |
|-----|-----|--------|------|
| 1   |     |        |      |
| 2   |     |        |      |
| 3   |     |        |      |
| 4   |     |        |      |
| 5   |     |        |      |
| 6   |     |        |      |
| 7   |     |        |      |
| 8   |     |        |      |
| 9   |     |        |      |
| 10  |     |        |      |

## 2nd Race

| St. | No. | Driver | Fin. |
|-----|-----|--------|------|
| 1   |     |        |      |
| 2   |     |        |      |
| 3   |     |        |      |
| 4   |     |        |      |
| 5   |     |        |      |
| 6   |     |        |      |
| 7   |     |        |      |
| 8   |     |        |      |
| 9   |     |        |      |
| 10  |     |        |      |
| 11  |     |        |      |
| 12  |     |        |      |
| 13  |     |        |      |
| 14  |     |        |      |
| 15  |     |        |      |
| 16  |     |        |      |
| 17  |     |        |      |
| 18  |     |        |      |
| 19  |     |        |      |
| 20  |     |        |      |
| 21  |     |        |      |
| 22  |     |        |      |
| 23  |     |        |      |
| 24  |     |        |      |

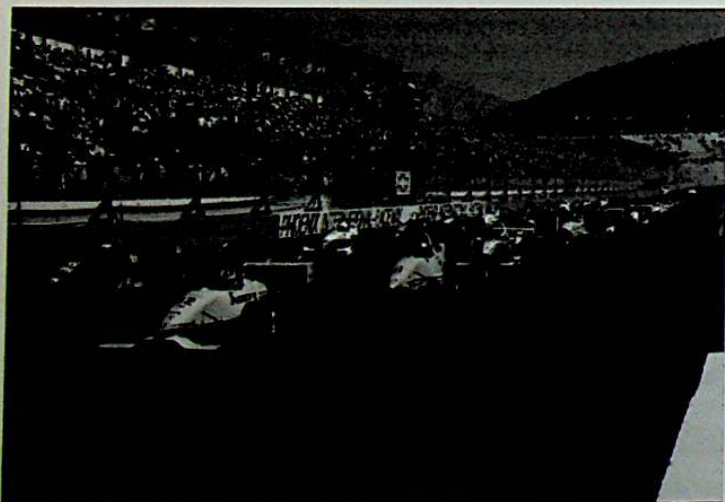
## Race Format

Cars qualifying first through tenth will start in the first qualifying race in order of their qualifying time.

Remaining cars will start in the second qualifying race in order of their qualifying time.

Cars in the first qualifying race will start the feature race in the first ten positions, in order of their finishing position in the qualifying race.

Cars placing first through 18th in the second qualifying race will start the feature race in order of their finishing position in the qualifying race, with the winner starting in 11th position.



*The first oval race of 2000 was for the Formula 2000 Series was at Phoenix International Raceway, where Aaron Justus of Crestline, Cal. was the winner of the 50-lap event.*

**INDIANAPOLIS RACEWAY PARK**





# Feature Race



| St. | No. | Driver | Fin. | Comments |
|-----|-----|--------|------|----------|
| 1   |     |        |      |          |
| 2   |     |        |      |          |
| 3   |     |        |      |          |
| 4   |     |        |      |          |
| 5   |     |        |      |          |
| 6   |     |        |      |          |
| 7   |     |        |      |          |
| 8   |     |        |      |          |
| 9   |     |        |      |          |
| 10  |     |        |      |          |
| 11  |     |        |      |          |
| 12  |     |        |      |          |
| 13  |     |        |      |          |
| 14  |     |        |      |          |
| 15  |     |        |      |          |
| 16  |     |        |      |          |
| 17  |     |        |      |          |
| 18  |     |        |      |          |
| 19  |     |        |      |          |
| 20  |     |        |      |          |
| 21  |     |        |      |          |
| 22  |     |        |      |          |
| 23  |     |        |      |          |
| 24  |     |        |      |          |
| 25  |     |        |      |          |
| 26  |     |        |      |          |
| 27  |     |        |      |          |
| 28  |     |        |      |          |





# Qualifying Races



## 1st Race

## 2nd Race

| St. | No. | Driver | Fin. |
|-----|-----|--------|------|
| 1   |     |        |      |
| 2   |     |        |      |
| 3   |     |        |      |
| 4   |     |        |      |
| 5   |     |        |      |
| 6   |     |        |      |
| 7   |     |        |      |
| 8   |     |        |      |
| 9   |     |        |      |
| 10  |     |        |      |
| 11  |     |        |      |
| 12  |     |        |      |
| 13  |     |        |      |
| 14  |     |        |      |
| 15  |     |        |      |
| 16  |     |        |      |
| 17  |     |        |      |
| 18  |     |        |      |
| 19  |     |        |      |

| St. | No. | Driver | Fin. |
|-----|-----|--------|------|
| 1   |     |        |      |
| 2   |     |        |      |
| 3   |     |        |      |
| 4   |     |        |      |
| 5   |     |        |      |
| 6   |     |        |      |
| 7   |     |        |      |
| 8   |     |        |      |
| 9   |     |        |      |
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| 11  |     |        |      |
| 12  |     |        |      |
| 13  |     |        |      |
| 14  |     |        |      |
| 15  |     |        |      |
| 16  |     |        |      |
| 17  |     |        |      |
| 18  |     |        |      |
| 19  |     |        |      |

## Race Format

The fastest six cars in official qualifications will automatically transfer to the Coca-Cola Classic 100 feature race, starting in order of their qualification time.

Remaining cars will start in the non-qualifier's race (if necessary) and two qualifying races.

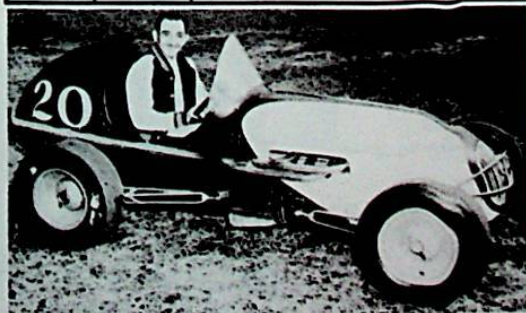
Cars qualifying 41st through 50th will start in the non-qualifier's race, with the winner and second place finisher transferring to the qualifying races.

Cars qualifying odd-numbered-numbered qualifying positions from 7th through 39th first qualifying race, followed by the winner of the non-qualifiers' race. Those in even-numbered qualifying positions 8th through 40th will start in the second qualifying race, followed by the car finishing second in the non-qualifiers' race.

The top nine finishers in each qualifying race will be added to the Night Before the 500 feature lineup, with the top nine from the first race on the inside row starting with the winner in 7th position, and the top nine from the second race on the outside row starting with the winner in 8th position.



| St. | No. | Driver | Fin. | Comments |
|-----|-----|--------|------|----------|
| 1   |     |        |      |          |
| 2   |     |        |      |          |
| 3   |     |        |      |          |
| 4   |     |        |      |          |
| 5   |     |        |      |          |
| 6   |     |        |      |          |
| 7   |     |        |      |          |
| 8   |     |        |      |          |
| 9   |     |        |      |          |
| 10  |     |        |      |          |
| 11  |     |        |      |          |
| 12  |     |        |      |          |
| 13  |     |        |      |          |
| 14  |     |        |      |          |
| 15  |     |        |      |          |
| 16  |     |        |      |          |
| 17  |     |        |      |          |
| 18  |     |        |      |          |
| 19  |     |        |      |          |
| 20  |     |        |      |          |
| 21  |     |        |      |          |
| 22  |     |        |      |          |
| 23  |     |        |      |          |
| 24  |     |        |      |          |



*At left is Eddie Haddad, who won two of three Night Before the 500 features at the original 16th Street Speedway in 1948, and repeated the feat in 1949.*

*At right is Johnnie Parsons, who won the third feature in 1948 and went on to win the Indianapolis 500 in 1950. He was the first to win this event and then the 500. Sam Hanks was the second, winning at 16th St. in 1947 and at the Speedway in 1956. Only those two drivers have won both.*

*Parsons' son, Johnny, has won seven times in midgets at Indianapolis Raceway Park. (Photos from Speedway Photos by Bob Sheldon, Witness Productions)*







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