

7th Annual Chili Bowl Grand Nationals



Souvenir
Program
\$4.00

**January 7, 8 & 9, 1993
Tulsa, Oklahoma**

WELCOME TO THE CHILI BOWL

As in the memorable words of the great Ringling Brothers Circus, "Welcome to the greatest show on earth!" The annual Chili Bowl Nationals may not be a circus, but it ranks among the all-time great motorsports events on this earth. And rightly so, as no other individual event has ever taken such tremendous leaps in popularity in such a short span. Maybe it's because everything happens under one "big top", the same as it does with the legendary "Ringling Brothers, Barnum and Bailey Circus."

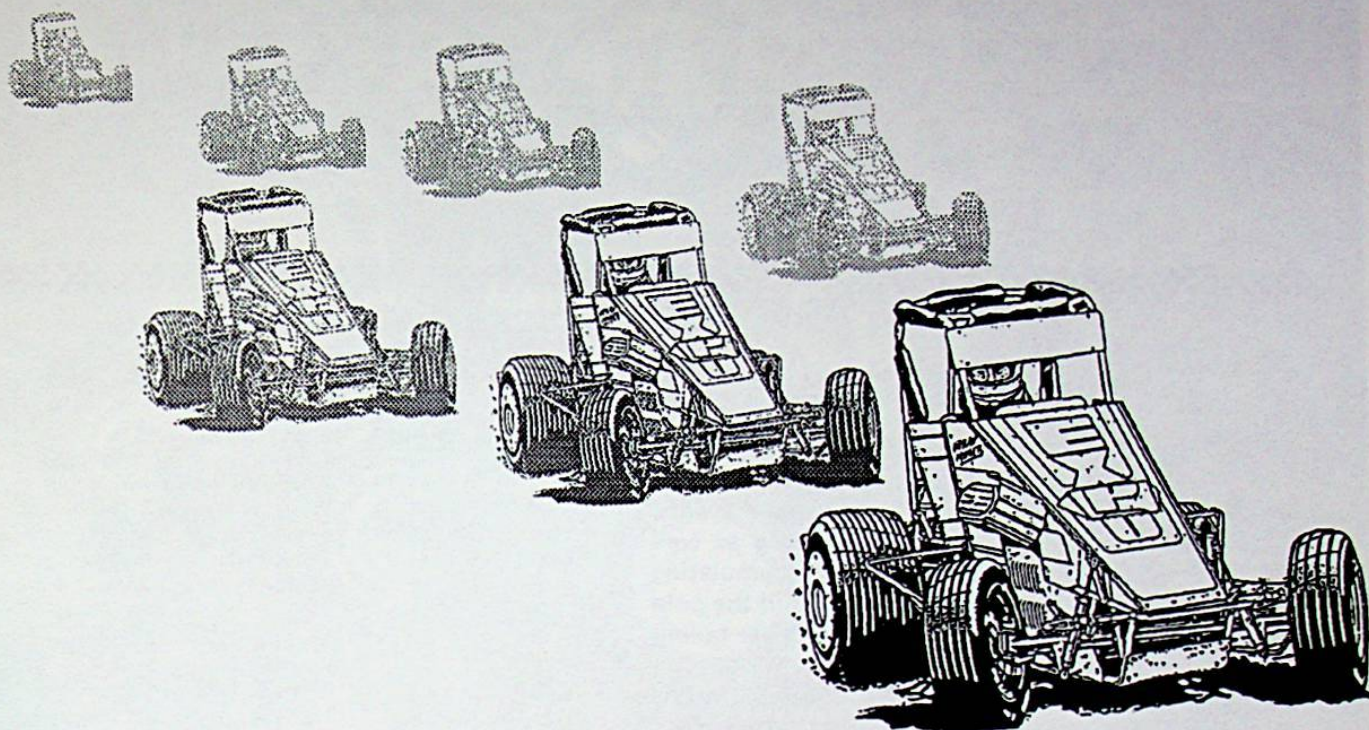
It is with great pride that we read the many works of tribute that are written each year about the Chili Bowl Nationals, and we feel a tremendous sense of accomplishment every time we hear a national television sportscaster equating this race program right along with all the other legendary events in modern times auto racing. This special pride we feel and the equally special feeling of accomplishment on our part has only become a reality because of you; the racers and their loyal fans; The racing family. Because of your support this event has grown from being a small experimental "FUN" racing program into a really big experimental "FUN" racing program.

So, it is on behalf of the many dozens of "Behind the scenes" people that it takes to make a show of this size really work, we bid you a hearty welcome to Tulsa, Oklahoma and to the seventh running of the annual Chili Bowl National Midget Championship. We are happy to have you spend this time with us and hope that your stay in Tulsa so enjoyable that you all will make this a permanent fixture on your racing calendar.

As the many thousands of you across our racing land have said your Christmas prayers and made your New Year's wishes, it is our hope that you have included a small prayer for one of our good racing friends, Pepi Marchese. Pepi, a veteran midget driver and one of our regulars here at the Chili Bowl is fighting to make a recovery from a devastating near fatal racing accident at Eldora Speedway last October. His condition is still extremely serious and now race fans, he needs our help, both spiritually and also financially. We know that his wishes were to be here with us. Once again, on behalf of the Lanny Edwards family and the Emmett Hahn family, a joyous welcome to the seventh annual Chili Bowl Nationals. Pick your favorite, enjoy yourself, have a safe trip home, and please leave the racing on the track, not on the highways.

See you over the mike, Jack Miller

Wishing you a joyous and prosperous New Year.



Cover Photo —

This Is Where It All Happens
— Tom Davey

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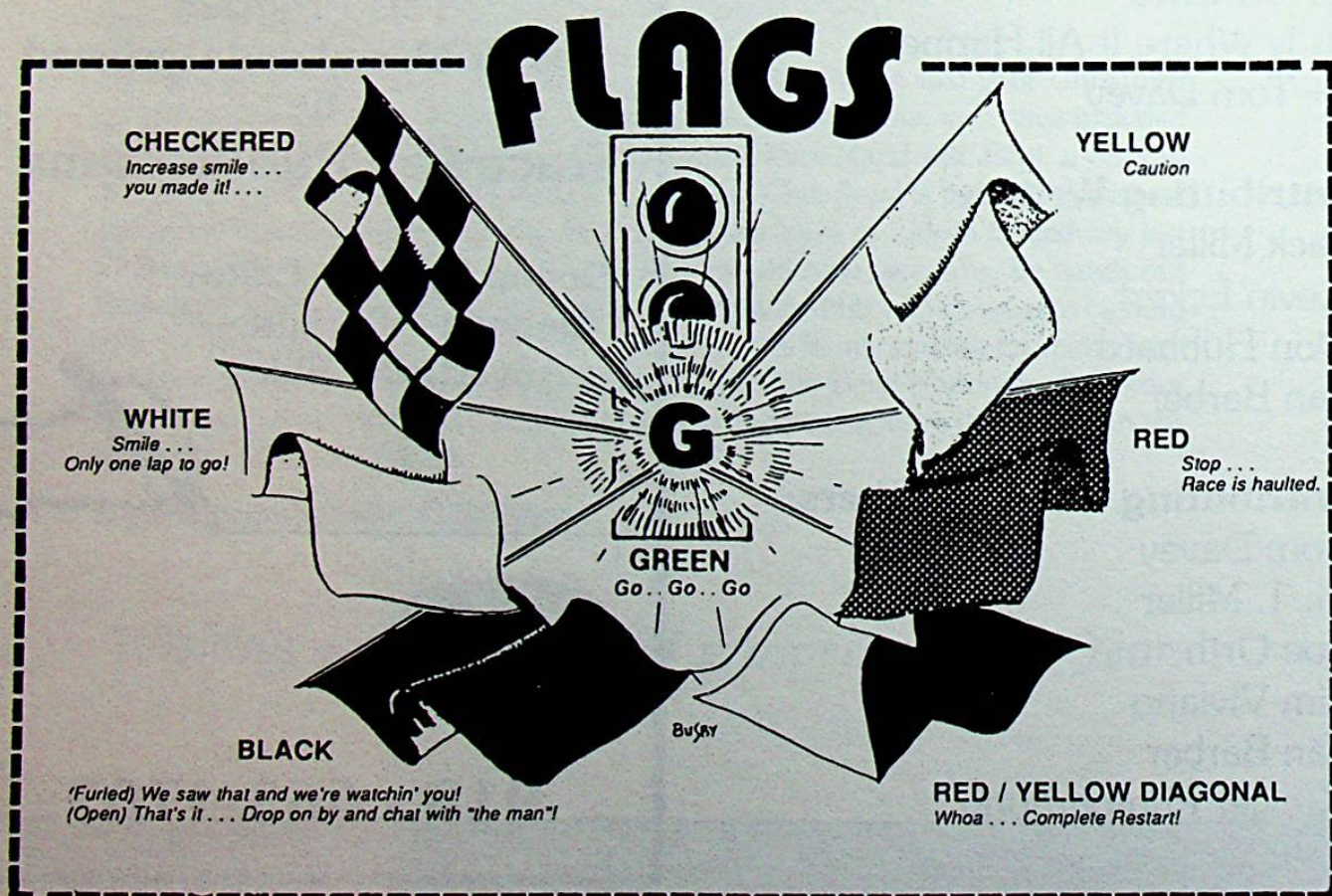
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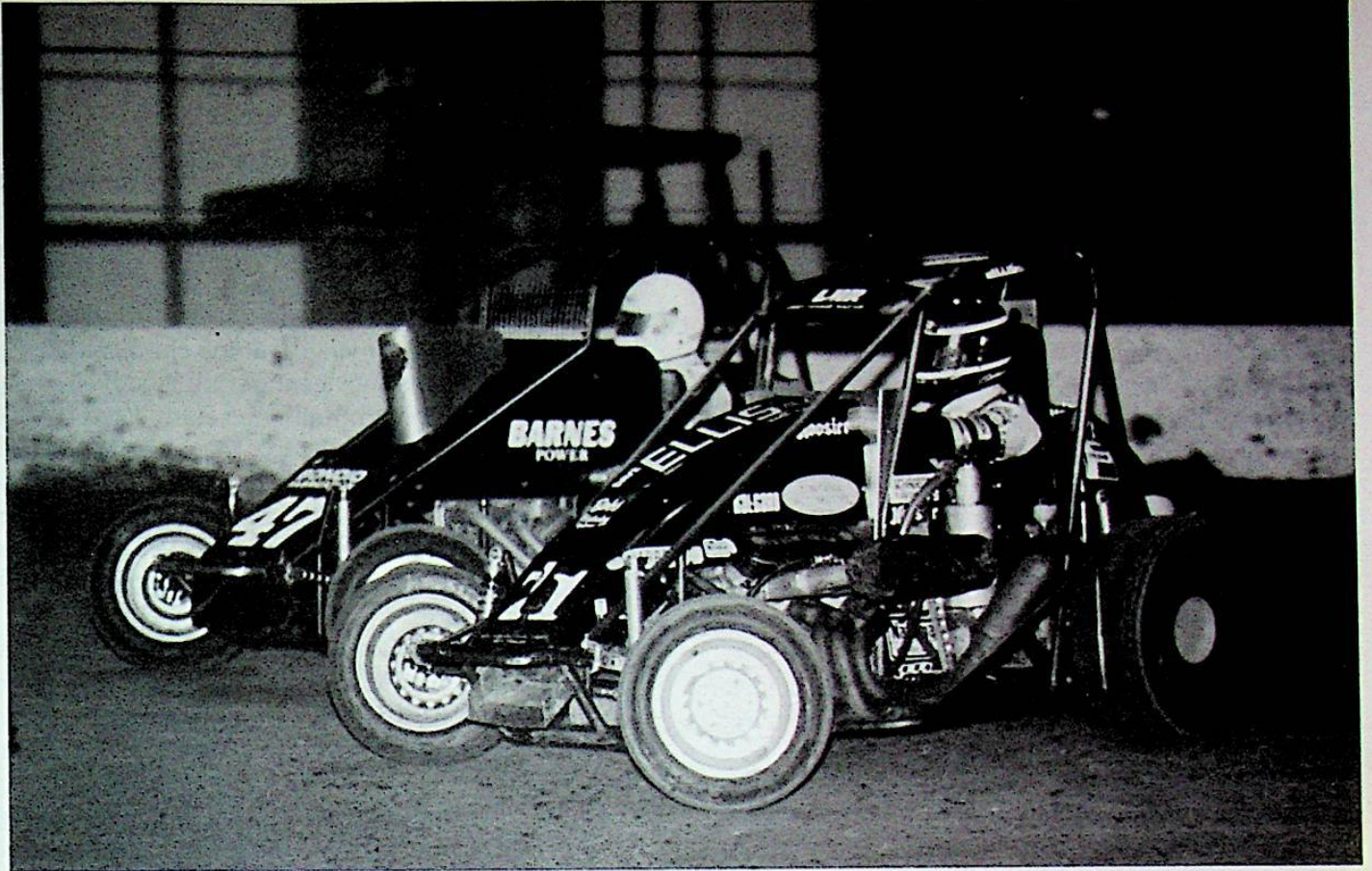


PASSING POINT SYSTEM

Drivers will draw for starting positions for their heat races. The passing point system will be used to determine starting positions in feature events. The driver will receive points for passing as well as finishing position with the driver accumulating the most points from heat races starting in the pole position. (see passing point chart). Any driver failing to draw for heat races will not receive passing points, but only points accumulated through his finishing position in his heat race. In the event of a tie in passing points, the driver who first earned the points shall be aligned in front of any subsequent driver bearing the same number of points.

Finishing Position	Points Awarded	Passing Points
1	59	1 car @ 1½ = 1½ points
2	55	2 cars @ 1½ = 3 points
3	51	3 cars @ 1½ = 4½ points
4	47	4 cars @ 1½ = 6 points
5	43	5 cars @ 1½ = 7½ points
6	39	6 cars @ 1½ = 9 points
7	35	7 cars @ 1½ = 10½ points
8	31	8 cars @ 1½ = 12 points
9	27	9 cars @ 1½ = 13½ points
10	23	10 cars @ 1½ = 15 points
11	19	11 cars @ 1½ = 16½ points
12	15	12 cars @ 1½ = 18 points
13	11	13 cars @ 1½ = 19½ points
14	7	14 cars @ 1½ = 21 points
15	3	15 cars @ 1½ = 22½ points





Sammy on his way to victory — Photo G. T. Miller



Victory Lane — Photo Joe Orth

SWINDELL FIRST TWO-TIME WINNER

By Don Hubbard

Two-time World of Outlaw sprint car champion Sammy Swindell became the first repeat winner in the six-year history of the Keebler-Original Chili Bowl Nationals.

A standing-room-only crowd saw the Bartlett, Tennessee resident claim the \$4000 top prize, plus \$1000 in cash which was added to the winner's prize by "Strawberry King" J. W. Hunt.

Driving Larry Howard's Ellis chassis with Fontana power under the hood, Swindell lined up fourth. Thursday night prelim winner Kevin Doty took the lead from the pole with Friday night prelim victor Ken Schrader and Swindell in hot pursuit. Swindell and Schrader made contact on the backstretch of the first lap. The contact sent Schrader spinning and he was forced to restart at the rear of the field.

On the restart, Doty again took the point with defending champion Lealand McSpadden, Swindell and Page Jones giving chase. Using the cushion, Swindell passed McSpadden for second on lap two. Three laps later he blasted around Doty and never looked back.

The race ran non-stop for 42 laps before Chili Bowl rookie Greg Verneti spun. Swindell continued his charge

on the restart, but on the white flag lap fifth-running Ron Shuman tangled with Doty and Shane Carson. Shuman restarted at the tail while Doty and Carson watched the rest of the race from the pits.

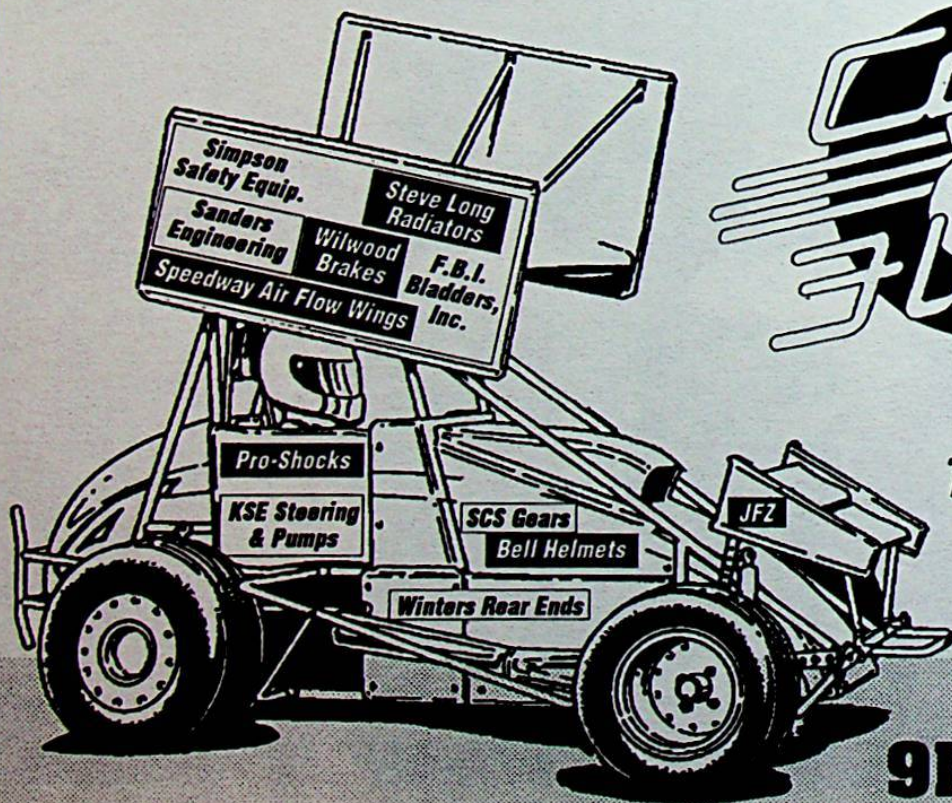
On the restart, McSpadden tried a last ditch effort to catch Swindell but fell four car lengths at the checkered flag in Andy Bondio's Barnes Engineering entry. Andy Hillenburg crossed the stripe third in Keith and Rusty Kunz's Challenger while Jones, the only midget regular in the top five, brought Howard's second entry home fourth. World of Outlaws regular Danny Lasoski completed the top five in Tony Findley's mount. Shuman earned \$500 for a flag-to-flag victory in the Fram Dash. Swindell was second with Brent Kaeding third.

Don Beechler went wire-to-wire in winning the first 20 lap B main while Shane Carson also led the entire distance in the second B feature. Pete Frazier flipped on the white flag lap while running fifth in the second B main. Dean Billings, running in a qualified spot, was also involved in the incident and both were finished for the evening. Darrell Calhoun flipped on lap three, but still came from

continued on page 7

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SWINDELL FIRST TWO-TIME WINNER

continued from page 6

the rear of the field to win the first D feature while Robert Hanley topped the second D main which saw both Darrell Crocker and Jim Parsons flip. It was Parson's second flip of the weekend.

Terry Holderfield slipped under Andy Pierce on the second lap and went on to top the first C Feature which saw Tom Teator tumble on the first lap. In the second C feature, Tom Eatwell passed Jackie Burke on the 10th lap and stretched his lead to a straightaway at the checkered flag. No one was hurt in any of the flips.

The Summary:

First D feature: Darrell Calhoun, Tim McVay, Roger Branson, Jr., Manny Rockhold, Robert McGuire, Corky Wheeler, Bill Eslick, Shane Stewart, Steve Newman.

Second D feature: Robert Hanley, Ronald Kuhn, Bob Harr, Manuel Pina, Susan Spencer, Earl Walls, Marty Davis, Darren Crocker, Kelly Shaw, Davey Camfield, Eddie Lynch, Bruce Donaldson, Jim Parson.

First C feature: Terry Holderfield, Andy Pierce, Steve Gennetten, Kurt Mayhew, Darrell Calhoun, Tim McVay, Dean Franklin, Ed Wilson, Mike Peters, Bill Wilburn, Perry Younce, Jerry Parchman, Barrie Valentino.

Second C feature: Tom Eatwell, Jackie Burke, Ronnie Burke, Jr., Joe McCarthy, Jon Heydenreich, Terry Gray, Mark Stasa, Pepi Marchese, Scott Weyant, Ronald Kuhn, Robert Hanley, Wayne Brauner, Aaron Truaz, Danny Frye.

First B feature: Shane Carson, Gene Gennetten, Jerry Stone, Pat Lysell, Greg Venetti.

Second B feature: Don Beechler, Aaron Berryhill, Gary Howard, Randy Roberts, Johnny Parsons, Jr.

FEATURE: Sammy Swindell, Lealand McSpadden, Andy Hillenburg, Page Jones, Danny Lasoski, Don Boorse, Ken Schrader, Mike Streicher, Dave Strickland, Jr., Randy Roberts, Stevie Reeves, Johnny Parsons, Jr., Jerry Stone, Berryhill, Beechler, Gennetten, Ron Shuman, Gary Howard, Greg Verneti, Kevin Doty, Carson, Pat Lysell.

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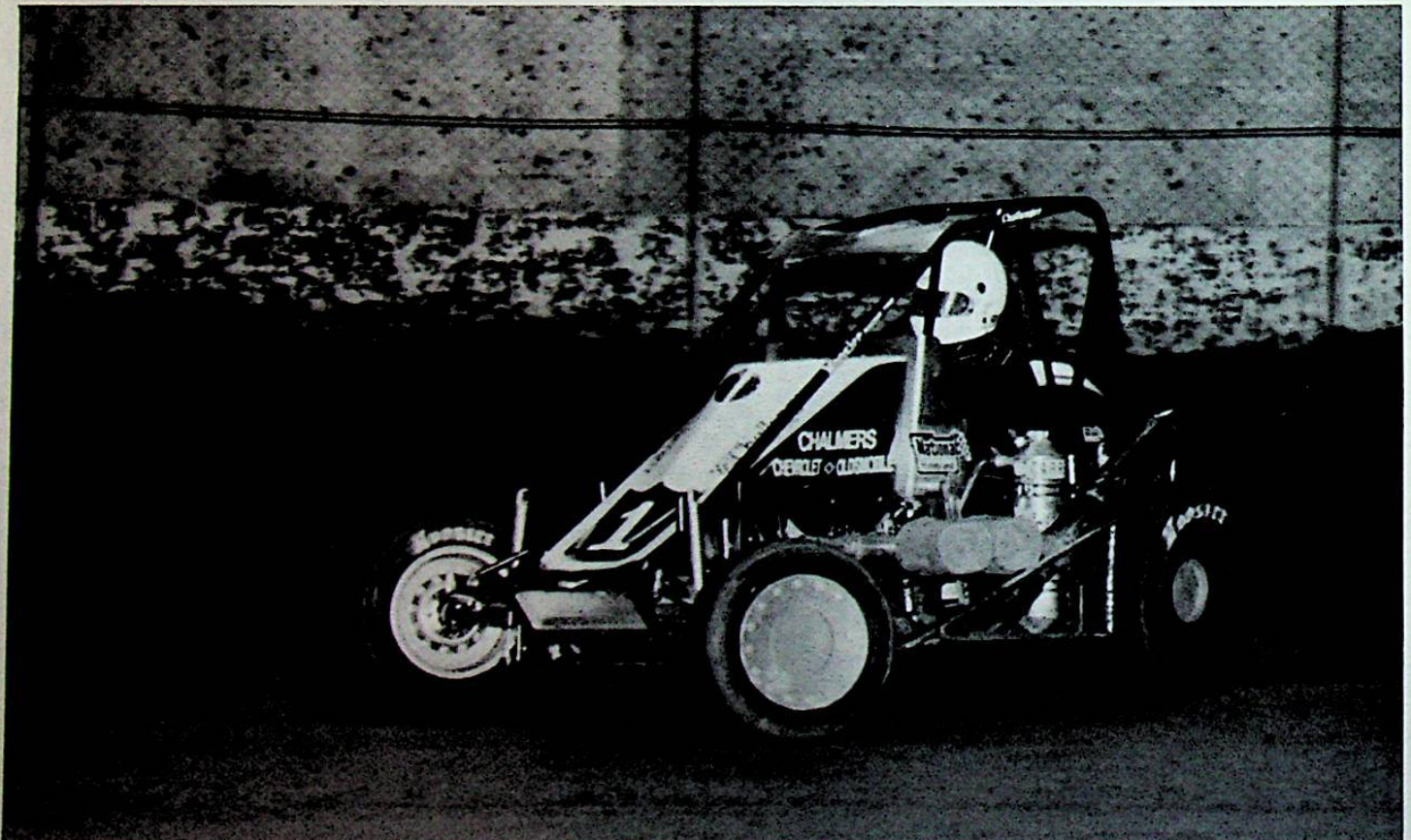
Racing Engines

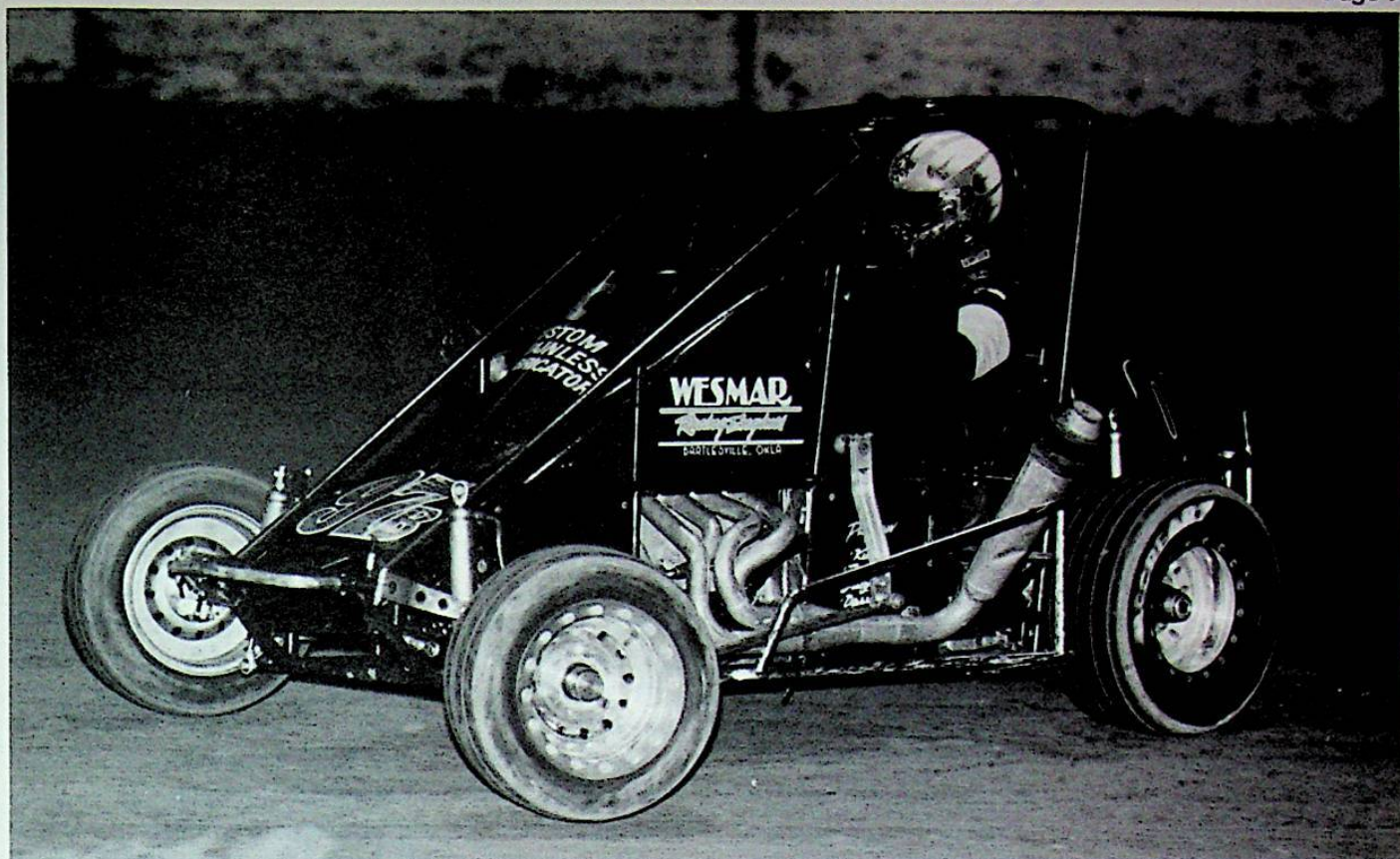
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Aaron Berryhill in the Berryhill Sponsored machine — Photo G. T. Miller

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BEST BOWL OF ALL

By Kevin Eckert

Bowls are a big part of winter. On New Year's Day for instance, couch potatoes can catch the Rose Bowl, Cotton Bowl, Orange Bowl, Sugar Bowl and Fiesta Bowl. A few weeks later comes the Super Bowl. You can throw them all out with yesterday's Christmas tree and leave me the Chili Bowl instead.

Twenty-two people playing in the dirt could describe football or a Midget main. But as anyone reading this already knows, nothing that happens inside a 100 yard rectangle can compare to a pack of mighty Midgets making perfectly pitched slides around a dirt oval. No running back works traffic as well as Ron Shuman. No linebacker ever hit as hard as Steve Knepper hit the wall. No free safety is capable of leaping into a chain-link fence like Andy Hillenburg. And no kick-returner runs as fast as Sammy Swindell sweeps around the Tulsa Expo building. Sammy is the king of this Expo building. Veteran of two decades of Sprint car traveling, the Tennessee technician is the only person to start all six Midget main events and is the only repeat winner. A loyal Goodyear racer for more than ten years, Swindell bowed to car owner/Hoosier dealer Larry Howard and won the most recent race. For various reasons, Sammy Swindell may be the most despised driver in American open wheel racing. Fans cheered last year when "Slammin' Sammy" was walled by Stevie Reeves. Those same fans then poured into the pit area to purchase Reeves T-shirts as if he were their new hero. Perhaps it was fate which put Swindell's black car together with the white number "11" raced by Reeves. Car owner Greg and Mark Wilke won the next night's preliminary program with Ken Schrader in an older "11" that Greg built five years earlier. Neither the car nor its Cosworth engine have raced since leaving here. Schrader will be back to steer it again. Reeves was released two weeks after racing here and in a strange twist, Schrader will be teamed this year with Sammy Swindell, who spun Kenny on the start of the 1992 final.

One of the best Sprint fields of the year lands in Tulsa to drive Midgets. Last year's entrants included sprint sluggers such as Swindell and World of Outlaws members Andy Hillenburg and Aaron Berryhill, CRA stars Lealand McSpadden and Ron Shuman, Colorado chauffeurs Joe McCarthy and Randy Roberts, Knoxville regulars Danny Lasoski and Kevin Doty, Illinois invaders Donnie Beechler and Manny Rockhold, NCRA alumni Shane Carson, Terry Gray, Mike Peters and Jerry Stone, perennial hometown champ Donnie Crawford and high school student Shane Stewart.

In many cases, visiting Sprint racers are aboard entries that they have never seen before and will never see again.

They are under very little pressure to perform in such strange surroundings. Some race for fun. Some shoot for the \$4000 win. And many drive as though they have not a dime invested.

To the Midget masses, Tulsa represents one of the biggest paydays of their season without the stress of chasing points. Some concede the bucks to the "big boys with the big toys" but it is always refreshing to see comparably unheralded Midget racers stand their ground against Sprint stars. Sometimes sparks fly between the two factions. On the eve of the 1990 final, Steve Gennetten boldly announced that he would wheel any Sprint racer who unjustly encroached on the Beaver's territory. Gennetten later banged wheels with an equally-aggressive Jeff Gordon all the way up the ramp and into the pits.

Gordon made his only Tulsa appearance on a flight home from Australia. Overseas commitments to New Zealand or Australia annually create conflicts for American Racers. Australia is the reason Steve Kinser is not here. New Zealand is the reason Robby Flock is missing and why Tulsa has never seen Sleepy Tripp. According to Jimmy Sills however, too many Americans are racing for next to nothing and have driven down his asking price. Their loss is our gain because Sills will try Tulsa for the first time. 1993 entrants also include Jack Hewitt and his Ohio buddy Jac Haudenschield, both of whom race internationally last winter. As the headquarters of the MARA Midget club, Illinois is home to more Tulsa Competitors than any other state. It is the home-state of Scott Hatton, who drove dad Jerry's Volkswagon to the 1988 Tulsa Triumph. Last year, Jerry Hatton prepared the VW for Shane Carson, and a Gaerte Ellis for Scott, who had to scratch when wife Rhonda went into labor. Shane got the Gaerte, Shane Stewart stepped into the VW and Scott became father of seven-pound/eight-ounce Clarissa. Mrs Scott Hatton is the sister of Kevin Olson so parenthood should be a picnic by comparison. No one seems to enjoy themselves in Tulsa more than Kevin Olson. Last year, the Ron Hughes ride retired after the first night but "K.O." did not let mechanical failure stand in the way of a good time. Olson employed an Adolph Hitler mask to motivate his Midget team to a highly-disputed victory in the basketball benefit game. Together with Illinois announcer Jim Childers, he staged a Harlem Globetrotter-influenced water toss that splashed Nick Gojmeric, who once owned one of the country's fastest midgets. To soak up the spill, Kevin was turned upside-down by Lealand McSpadden and Ron Shuman and used as a human mop.

Tulsa A-main starters

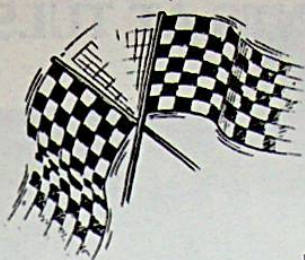
	87	88	89	90	91	92		87	88	89	90	91	92
BACKLUND, Jon	13	8					KENYON, Mel		5				
BEECHLER, Donnie						15	KINSER, Steve				2	3	
BERRYHILL, Aaron						14	KNEPPER, Steve	17	17		12		
BILLINGS, Dean				15	12		KOCH, Randy			16			
BOORSE, Dan					4	6	LASOSKI, Danny				6		5
BROOKS, Mike		15					LEHMANN, Donnie		19	13			
BURNS, Dave	15						LYSELL, Pat						22
CARSON, Shane	4				16	21	McSPADDEN, Lealand	18	12			1	2
DeROSA, Duke			12				MOCKLER, Warren	7					
DOTY, Kevin	3			20	6	20	OLSON, Kevin		9	5		18	
EATWELL, Tom		13					PARSONS, Johnny	10	18		7	17	12
ENLOW, Steve	5		6		14		PASSERRELLI, Mark				18		
FLOCK, Robbie				4	20		PAYNE, Roy	14					
FOX, Stan				11			PEACHEY, Rory		16				
FRANKLIN, Dean			14				POLE, Dick			19			
FRAZIER, Pete					19		REEVES, Steevie					9	11
FREW, Scott			17				ROBERTS, Randy				14	10	10
FRYE, Danny	20	2	10		15		RUSSELL, Jerry		6	15			
GAERTE, Joe		10		17			SCHNEIDER, Bobby	9					
GENNETTEN, Gene	2	3	20		16		SCHRADER, Ken				9		7
GENNETTEN, Steve				8			SHUMAN, Ron	8	20			7	17
GORDON, Jeff				16			STONE, Jerry						13
GREGG, Mike		4	9				STREICHER, Mike					11	8
HATTON, Scott		1	11	19			STRICKLAND, Dave		7	7			9
HEAVELOW, Phil					13		SWINDELL, Sammy	6	14	1	3	2	1
HEWITT, Jack			2				TAYLOR, Rick			18			
HEYDENREICH, John	11		3	1			VERNETTI, Greg						19
HILLENBURG, Andy					5	3	VOGLER, Rich	1		4	5		
HOWARD, Gary						18	WARD, Dean			8			
JOHNSON, Jon	19						WENTE, Mike	12					
JOHNSON, Ricky		11					WENTE, Terry				10		
JONES, Page						4	WOLFGANG, Doug	16			13		
KAEDING, Brent					8								

65 drivers from the 15 state of Arizona, California, Colorado, Illinois, Indiana, Kansas, Missouri, North Carolina, Ohio, Oklahoma, Pennsylvania, South Dakota, Tennessee, Texas and Wisconsin.

1992 Rich Volger Hard Charger Award

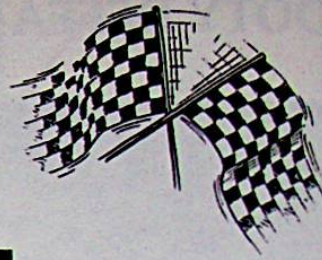


Ken Schrader



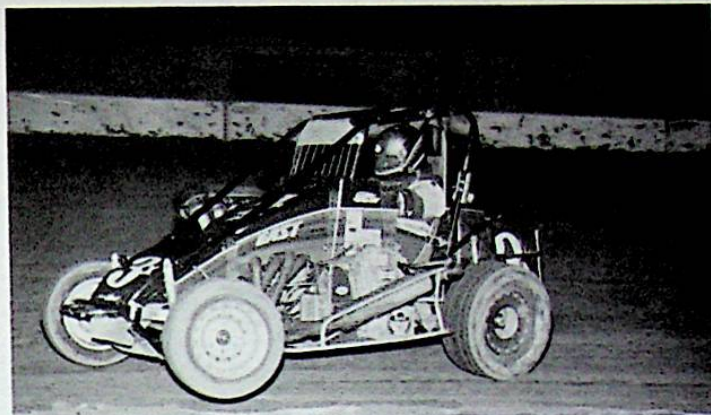
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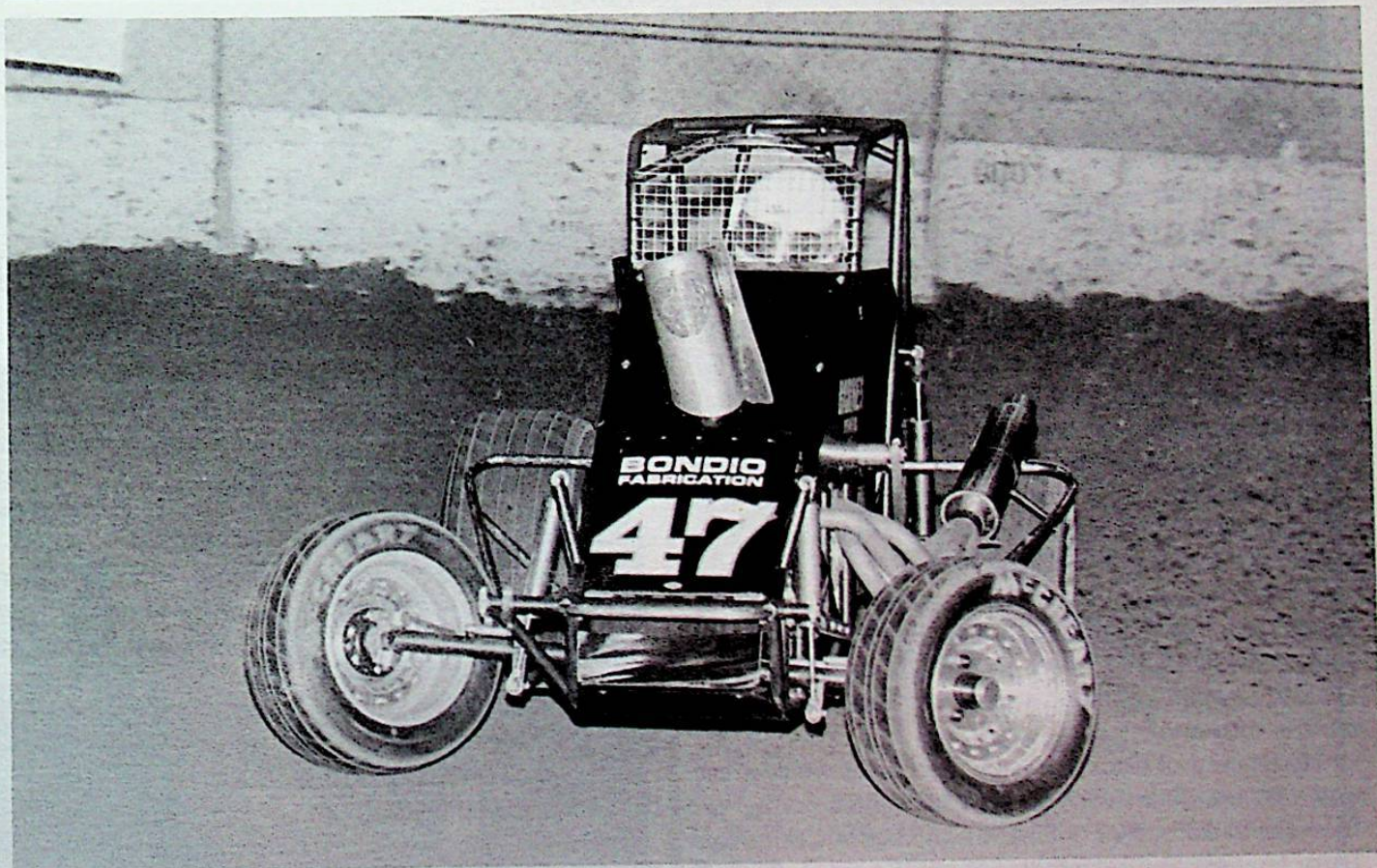
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1991 Chili Bowl Champ Lealand McSpadden demonstrates the art of dirt track driving indoors. — Photo Tom Davey Photos

DOTY DEFEATS OPENING NIGHT OPPONENTS AT TULSA

By Kevin Eckert



Kevin Doty of Milan, Ill., led all of the 25 laps around the Tulsa Expo Building to take Thursday's preliminary to the sixth annual Keebler-Original Chili Bowl Nationals. The winning midget machine was built in Arizona by Dave Ellis, powered by an Earl Gaerte engine and owned by Kevin's father Bud Doty.

Competitors do not time trial in Tulsa. Instead they draw for heat race positions and stage the main event according to heat finishes and how many cars they pass. Doty and Andy Hillenburg both won their heat races from row three but since Kevin did so from sixth rather than fifth spot, pole position was his.

When the green flag fell, Doty drifted to the cushion directly in front of Hillenburg and Sammy Swindell, who managed to win his heat race despite ricocheting off the backstretch wall with Stevie Reeves. Below the top trio of rim-riders raced the Shaver-powered Lightning of Ron Shuman and he traced the bottom out front. Rather to steal Kevin's line however, Shuman stayed in the low lane which soon became so slick that the three rim-riders went back around the four-time CRA Sprint king from Arizona. Packing his right rear tire full of mud, Hillenburg surrendered second to Swindell on lap 19.

Next time around, Tommie Estes tipped over the Max Amor entry from California to spark a red flag. It was the second crash of the event as earlier, Steve Knepper climbed Donnie Lehmann's tire and plastered the concrete in turn one.

No amount of black magic by mechanics would erase a win by the determined Doty, who surged across the finish line trailed by the Fontana Arias owned by California's Larry Howard and driven by Sammy Swindell. Chassis designer Dave Ellis earned first and second place. Shuman edged the Keith Kunz car of Hillenburg to take third over

Danny Lasoski, driving for Denver based Tony Findley team that won the 1990 Chili Bowl with John Heydenreich. Six Saturday starters are lifted directly from each preliminary main and grabbing tonight's last transfer was row seven starter Stevie Reeves, racing for the Wilkes of Wisconsin.

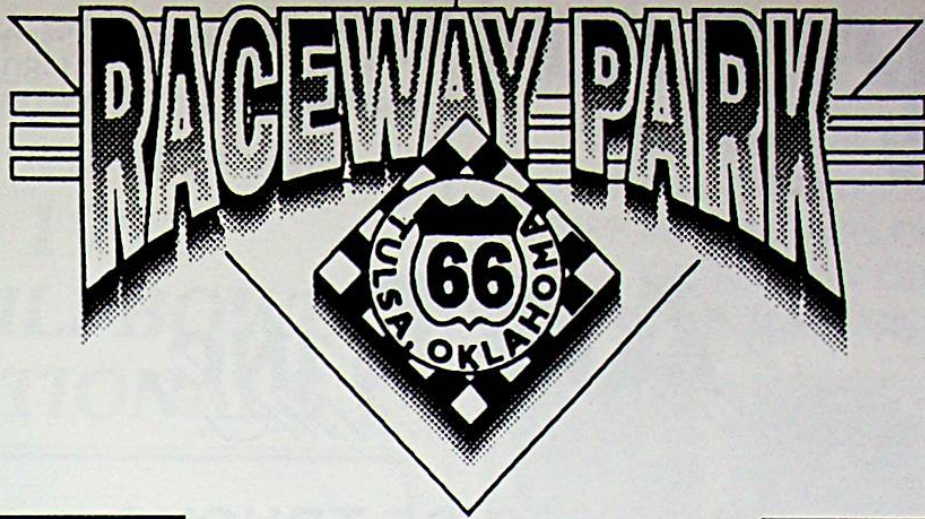
Shane Carson captured the B-main and followed Reeves to seventh from row seventh from row seven. 1976 Seattle Kingdome winner Jerry Stone steered to eighth-place after applying Aero Weld sponsorship to the Jack Rich-built machine of Tulsa's Mike Brooks. 1987 Chili Bowl runner-up Gene Gennetten gathered ninth in the Ellis entry of Missouri "preacher" Gene Beach. Starting last but taking tenth was the WKLV-96 of Milwaukee's Dean Billings.

Local boy Pete Frazier finished 11th in the Steve Enlow Beast. Pulling from Pennsylvania to Oklahoma to earn 12th was Randy Maustellar pursued by the Canaday chassis of Pat Lysell. Making the main event in the first full-size midget start was California teenager Jason Jonkman. His Esslinger Edmunds was the last car still circling at the checkered.

First B Main Stevie Reeves, Steve Knepper, Jerry Stone, Jackie Burke, Tom Eatwell, Pepi Marchese, Terry Gray, Danny Frye, Wayne Brauner, Manuel Pina, Kelly Shaw, Walls, Spencer, Olson, Donaldson.

Second B Main- Sahne Carson, Randy Mausteller, Dean Billings, Ronnie Burke, McCarthy, John Heydenreich, Weyant, Truax, Stasa, Kuhn, Crocker, Davis, Harr, Camfield, Lynch.

A Main - Doty, Swindell, Shuman, Hillenburg, Lasoski, Reeves, Carson, Stone, Gennetten, Billings, Frazier, Mausteller, Lysell, Jonkman, Lehmann, Knepper, Verneti, Estes.

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Kevin Doty, Thursday Feature Winner — Photo G.T. Miller



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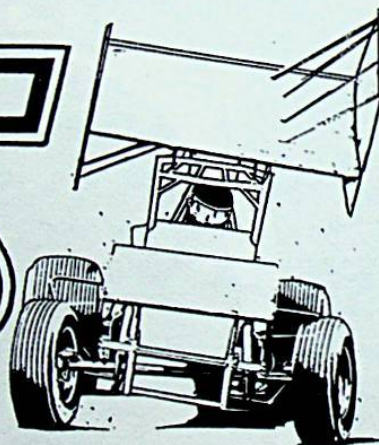
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— Photo Joe Orth

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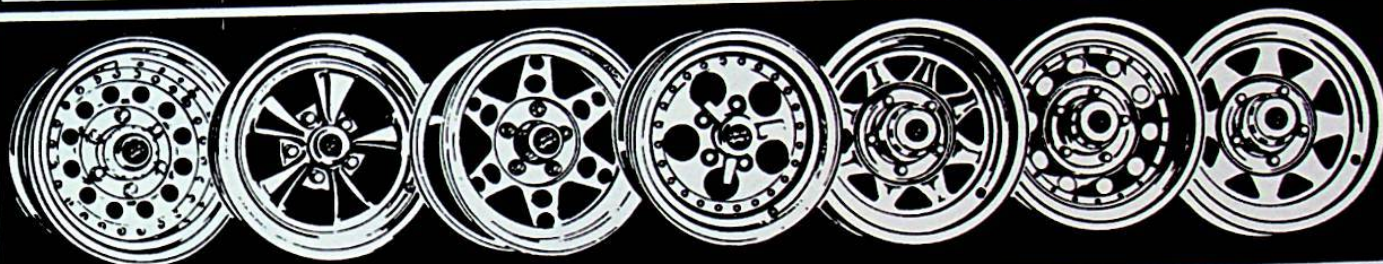
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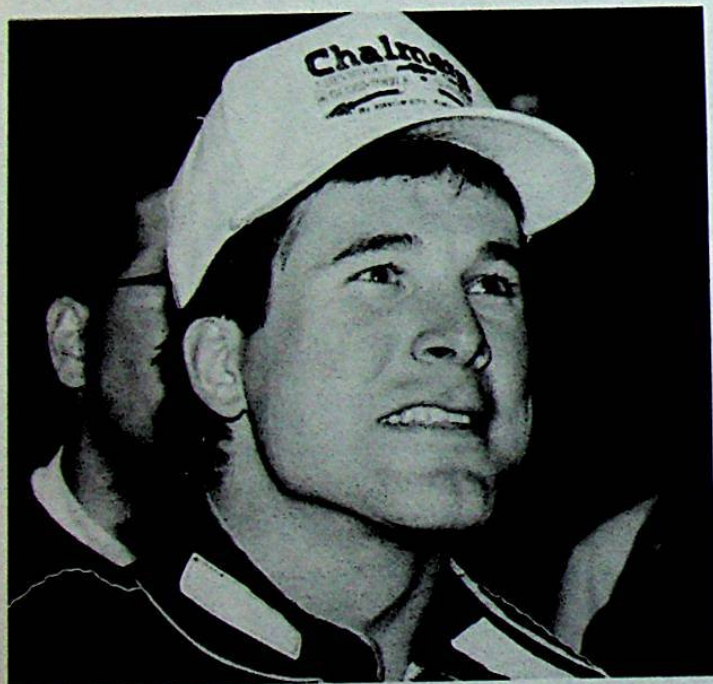
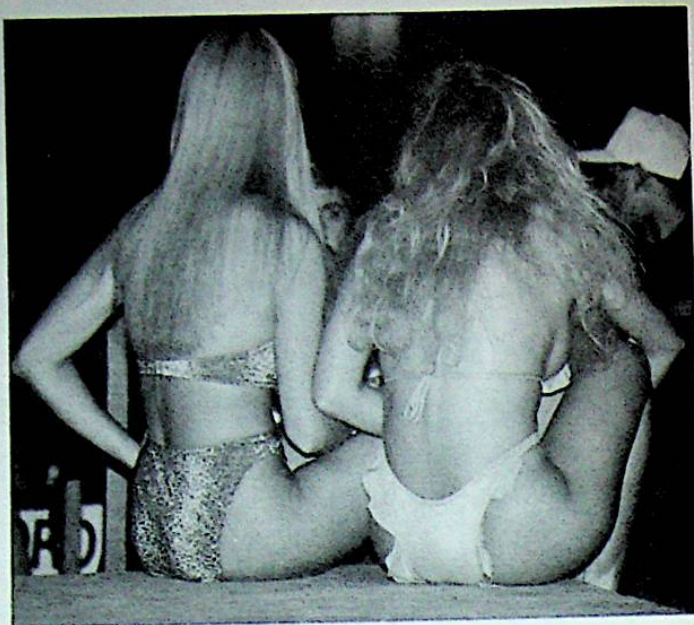
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PRE-ENTRY LIST

January 7 - 8 - 9, 1993

NATIONAL INDOOR MIDGET CHAMPIONSHIP

No.	DRIVER	HOMETOWN	SPONSORS / OWNER
1	Marty Davis	Racine, WI.	Multi-Products, K's Clip-n-Curl, Quik Paints/Tina Davis
1K	Andy Hillenburg	Broken Arrow, OK.	Stealth Chassis, God Fear Autosports, Fontana Automotive, Blandro Automotive, National Halibrand, Hoosier Tire/Keith & Rusty Kunz
2	Jon Backlund	Grandview, MO.	Brummett Surveyors/Bobby Brummett
2D	Dean Erfurth	Oregon, WI.	Vos Sentrk Ft. Atkinson, WI., Mark W. Irgens D.D.S-S.C. EDGERTON, WI., Edgerton Floral-Edgerton WI./H.M.K. Enterprises LTD.
2H	Bob Harr	Arvada, CO.	Crocker Paint& Graphix, Ascot Auto Body, Colorado Custom Cylinder Head/Halarr Racing
2K	Ronald Kuhn	Indep., MO.	NEED ONE!/Kuhn
3	Gary Howard	Oxnard, CA.	Sander Eng., F.B.I. Fuel Cells, Pennzoil/Chuck Howard
3X	Steve Enlow	Tulsa, OK.	Ferguson Pontiac, Scot Johnson Racing Engines, Factor 1 Racing/Steve Enlow
3Y	Bill Wilburn	Charlotte, NC.	Scot Johnson Racing Engines/Steve Enlow
4	Tony Stewart	Rushville, IN.	Diet Pepsi/Helmiling Racing Inc.
4W	Edwin Wilson	Moore, OK.	Eskridge Oldsmobile, Bishop Racing Components
V4	Don Beechler	Springfield, IL.	Vobeda Machine & Tool Outhouse Eng./Mike McNulty
5	Shane Carson	Okla. City, OK.	Jerry Hatton
5F	Mike Fulper	Cumberland, OH.	Self
5H	Dan Frye Jr	St. Peter, MO.	Ferguson Body Works/Dan Frye Sr. & Jack Hitt
5J	Jay Drake	Val Verde Est., CA.	TRC Chassis, Tri-C-Engineering, Brent's Automotive/Mike Drake
6W	Tommie Estes, Jr.	Tulsa, OK.	Memorial Machines of Tulsa, Laski Racing Engines, Pro Mechanical/Dick Wrightsmith

PRE-ENTRY LIST

January 7 - 8 - 9, 1993

NATIONAL INDOOR MIDGET CHAMPIONSHIP

No.	DRIVER	HOMETOWN	SPONSORS / OWNER
7	Tim McVay	Blue Springs, MO.	Jim McVay
7H	Scott Hatton	Roscoe, IL.	L.K.G Industries, Blains Farm & Fleet, Weld Wheels, Carrera, McCreary Tires/Rhonda Hatton
8	Pat Lysell	Fenton, MO.	Crestwood Car Quest Auto Parts/James Lysell
8S	Mike Streicher	Findlay, OH.	Streicher's Quickprint, Gaerte Engines/Streicher Racing, Inc.
9	Stan Fox	Janesville, WI.	Performance Racing Industries Beast/Steve Lewis
9K	Greg Lueckert	Parkville, MO.	Gullotta Hair Products/Mike Smith
9M	Dean Franklin	Bartlesville, OK	Dennis Morgan
9R	Flea Ruzic	Springfield, IL.	K-n-R Awards, Power Plus Manhattan/Oil, Fehring Iron Works
11	Ken Schrader	Concord, NC.	Kodiak, Ellis/Wilke/Wilke Racers
11EC	Sammy Swindell	Bartlett, TN.	Hoosier Racing Tires, Aero Weld-Kwik Change, Ellis/Wilke, Wilke Racers
12	Aaron Truax	Springfield, IL.	Eugene Truax Inc., Eagle Snacks/Tru-Thunder Racing
12W	Gary Wittmer	Norman, OK.	Currently taking applications
15	Tim Siner	Dupo, IL.	Johnston Towing, River View Ford, Canaday Chassis/Jim Siner
15W	Corky Wheeler	Beaumont, TX.	BETH Racing
17K	Dick Kaiser	Milwaukee, WI.	Golden Gloves Boxing, Valvoline, Chempak, Bio Pak, Super Wash, Ram Racing/Kevin Schuele
21	Jack Hewitt	Troy, OH.	J. W. Hunt Produce, Jet Star Trucking/Stephanie Guiducci
21K	Kurt Mayhew	Demotte, IN.	Weiland Racing Ent., N.G.R.A. Engineering/Julie Mayhew
21M	Randy Mausteller	Bloomsburg, PA.	Vistex Mag, Mausteller Service Center
21W	Coy White	Friendswood, TX.	Easyriders of Houston, Clarence White

PRE-ENTRY LIST

January 7 - 8 - 9, 1993

NATIONAL INDOOR MIDGET CHAMPIONSHIP

No.	DRIVER	HOMETOWN	SPONSORS / OWNER
23	Scott Weyant	Springfield, IL.	Joe Finley
29	Eddie Lynch	Williamsville, IL.	Smith Enterprises, Fancy Creek Beagles
31	Don Lehmann	Springfield, IL.	RJS Safety Equipment, Maxium, Hoosier Tire, Glass Specialty, Blandco/Howard Lehmann
34DD	Earl Walls	Indep, MO.	Pole Position Race School & Racing Enterprises/Pole Position Race School
38	Bill Case Jr	Chalfont, PA.	Zahar Racing/John Zahar
45	Kevin Olson	Rockford, IL.	Dr. Mark Irgens - Edgerton, WI./ Susie Hughes
45M	Tim Muehlfarth	St. Louis, MO.	JET Brothers
47	Lealand McSpadden	Tempe, AZ.	Barnes Engineering/Andy Bonio - John Barnes
50	Kevin Doty	Milan, IL.	Automotive Paint & Equipment, Storm Steel, Hoosier, Pennzoil, Carrera/D. W. "Bud" Doty
53	Mike Minarik	Lakewood, CO.	Chambers Coach Co.
55	Steve Knepper	Belleville, IL	Canaday Chassis, K & K Garage, Johnston Towing/Walter Knepper
56	Gary Cameron II	Tulsa, OK.	Web-Tech Racing/Gene Beach
57	Gene Gennetten	Gravois Mills, MO.	Web-Tech Racing/Gene Beach
63	Rich Camfield	Decatur, IL.	Stealth Chassis, John & Dana Godfrey, Autometer
65	Don Tyler	Glenview, IL.	Hoosier Tire, Corrigan Mfg., Custom Glass & Mirror/Lyle & Mary Ann Corrigan
66	Rick Thomas	Dwight, IL.	Route 66 Tire & Auto Center, Thomas Recyclers/Jim Bean
72	Ron Shuman	Tempe, AZ.	Eagle One Products, Hoosier Tire, Pro Shocks, Arizona Race Mart, Dura-Lite/Skip Schuck
74	Mike Benden	Hinckley, IL.	Villani Specialty Auto Parts, Doc Diaer, Don Kerley Heating & Air/Norman Schwartz
75	Lou Cicconi Jr	Aston, PA.	Gaerte Engines, Ellis Race Cars, Wieland Ent.

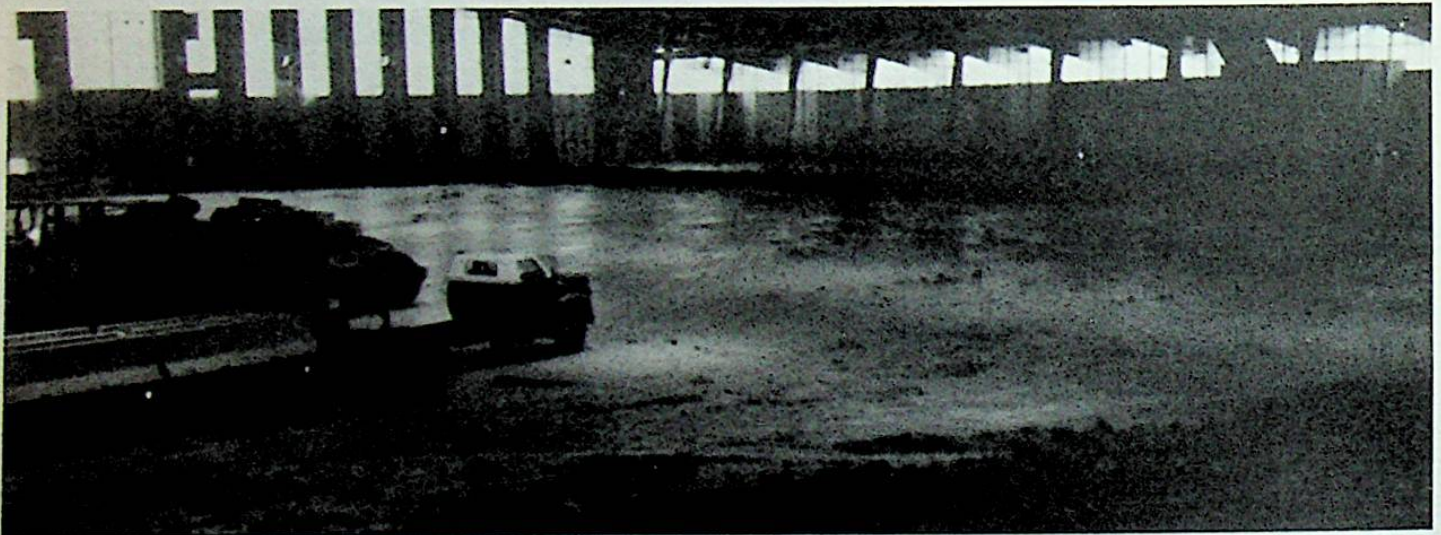
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MAKINS OF A CHILI BOWL

By Jan Barber

It takes about 800 dump truck loads of clay to make a Chili Bowl track. The corners are probably 3-1/2 to 4 feet deep. Each corner is probably 2/3 of all the dirt on the track. The clay is stockpiled on the fairgrounds just south of the old armory building. When you see it, it's probably 40-50 feet wide, 200 feet long and 30 feet high. Next year another 150-200 truck loads of clay will be added to the stockpile. A lot of clay is lost from being thrown off during races. Our biggest chore was a few years ago when we built all the frames for seating from row 21 to row 30. To put the dirt in and take the dirt out costs about \$30,000. All of the aluminum bleachers down on the lower level have been transported from Creek County Speedway. It takes two trucks, 40 hours to transport the bleachers. Emmett Hahn molds the track with a motor grader. He worked with dirt for 15 years before becoming a promoter. He understands dirt. The track is a little flatter going in the turns and banked a little more going out of the turns to help the racers turn their cars. We narrow the

track up going into the corner because if a car is driven in too low, it makes the car push to the middle of the corner. Saturday night, when the Chili bowl is finished, the dirt will start to be moved out; and by Monday evening it will all be out. It would take one 13 yard scraper, 125 hours to do the job. People who have been around race tracks can tell how much dirt it takes by the depth of the corners. The frames for the bleachers that were built for turn 2, have been elevated 40 inches and 5 rows were added to enable better vision of the track. Since Thanksgiving and the motorcross race, the track has been watered every other day - every part of it. If it's not watered this often, there is not enough moisture penetrating into it. Last year there was some dust in turn one. It was due to the fact that the track couldn't be watered properly because of the motorcross turn. The dirt retains the moisture because it is on a concrete floor. When there is no wind or sun, the only problem is when the clay gets too wet because the water can't go anywhere. In the big jumps, it's wet.



EXPO BUILDING

The east and west levels are connected by sloping ramps and side stairs on the north and south sides of the center. There are 1,200 overhead lights of 400 watts each for a total of 480,000 watts of lighting in the building. The electrical service is in a loop around the building connected to 26 transformers with a capacity of 12,175 KVA or 12,175,000 watts. There are facilities for 1,201 telephones. Gas, water, electricity, telephone, steam, compressed air and sewer are all available through service tunnels. The floors are heavy-test concrete with north/south service tunnels that are accessed on the north and south sides of the building. The facility is completely air conditioned and forced air heated. The ceiling height

is 28' at the side walls, and 54' at the center in the west level and 62' in the east level. The floor load capacity is 6,000 pounds per square foot. The structural system consists of two symmetrical halves which cantilever from the interior rows of columns to the center and is supported by steel cables. There are 82 column which support these cables which are made up of 2,400,00 feet, or 455 miles, of galvanized bridge strands. When it was build, the center was the world's largest cable-supported roof with 10-1/2 acres of clear span space. The single membrane roof, of rubberized synthetic material heat welded in place, was installed in 1984 and is leak proof. The center has enough room for 3,000, 10' by 10' booths.

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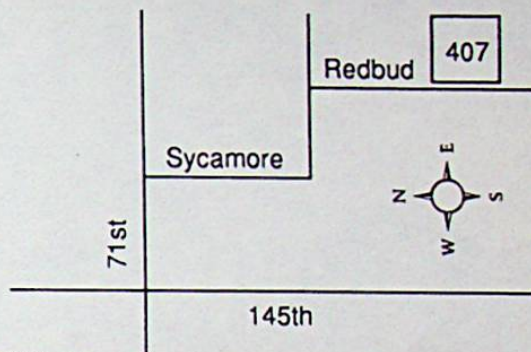
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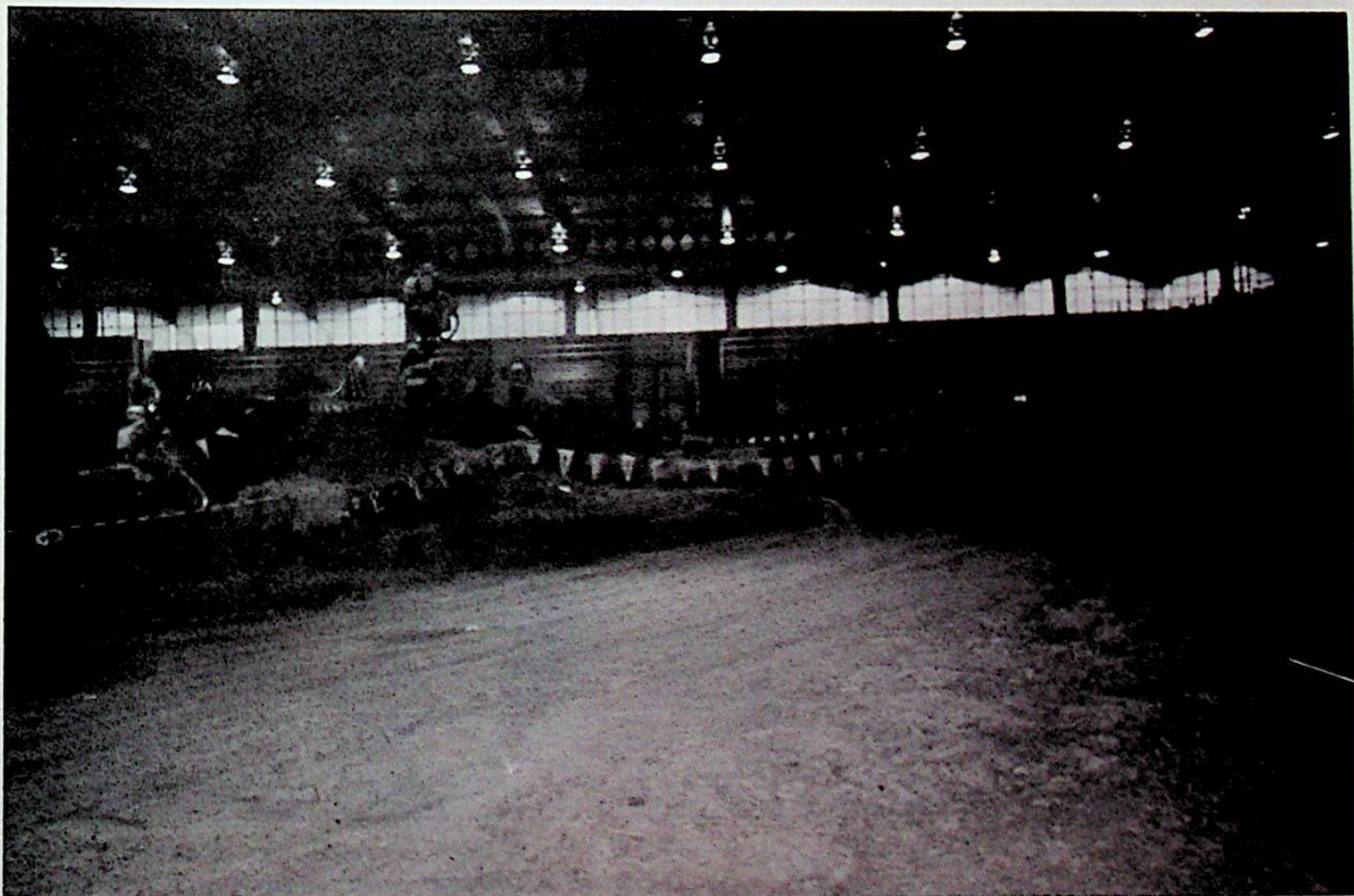
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The Fram Filter/Big 4 Service & Supply people added a little incentive sponsoring a Fram Dash similar to the race by the same name on the World of Outlaws circuit. It was a combination of several sprint car and midget 1991 champions and competitors.



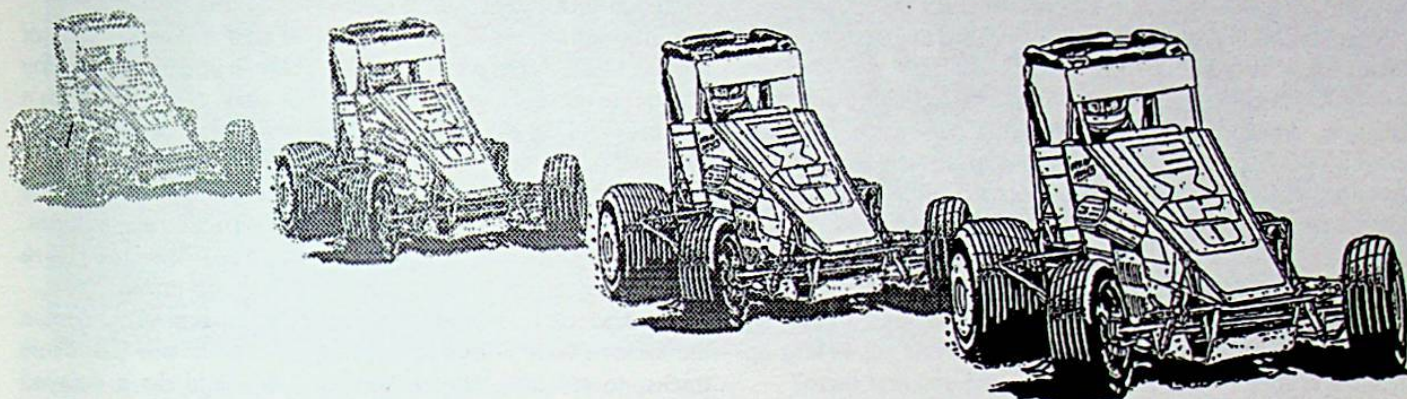
Fram Dash Competitors: Top Left to Right: Mike Streicher, Brent Kaeding, Stevie Reeves, Johnny Parsons, Lealand McSpadden. Bottom Left to Right: Sammy Swindell, Andy Hillenburg, Ron Shuman, Ken Schrader.

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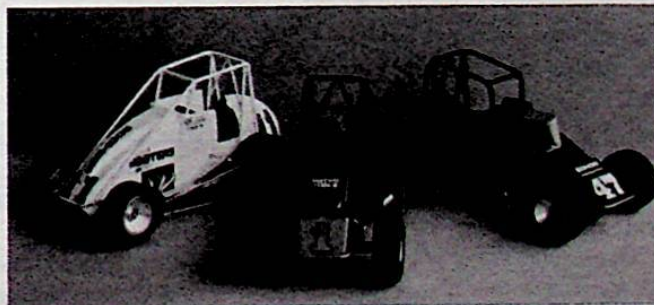


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MIDGET RACING INDOORS IN OKLAHOMA: A PROMOTERS NIGHTMARE

By Bob Barkhimer

Jerry Piper and I formed a partnership with John C Mullins of Tulsa, Oklahoma, to promote indoor midget auto races in Tulsa and Oklahoma City. The year was 1949 (November) and the buildings were the State Fair Pavilion in Tulsa and the Coliseum located in the Stockyards of Oklahoma City.

Our partner, John C. Mullins, owned the roller rink in Tulsa and had promoted sporting events there but was a novice to auto racing. He had a thing about the word "promoter" so everything was "John C. Mullins Presents"; the ads, passes, etc.

Jerry and wife Alyce drove back, installed the track, lined up drivers and officials.

The Tulsa State Fair Pavilion was a round dome concrete structure, similar to the San Francisco Cow Palace. It seated about 6,000 people and the first row of seats was about 8 feet above ground level. And cold! Frost formed inside the windows, not outside, so Jerry brought in portable space heaters to fool the fans.

Going from California to Tulsa, Oklahoma to produce indoor races posed more problems than Jerry had anticipated. Building the track (the arena in Tulsa was dirt for rodeos), Lining up drivers and cars, and officials... where did you find them?

The track; Jerry decided on asphalt so asphalt was trucked in. Crashwall- another unforeseen problem but it was solved with wood. Cars and drivers had to be recruited from San Antonio, Texas; on (Lyle Johnston) from our area of California: Kansas City, and of course, Oklahoma City and Tulsa.

Cecil Green (Houston), Jud Larson and Cotton Musick, and Lloyd Ruby came from Texas; Vito Calia, Myron Smith, Ben Harleman, Dee Bruce, Jay King towed from Kansas City, and then there were Oklahoma's Bud Hemphill, Jack Wallenberg, Jack Penwell, Buzz Barton, Tommy Vardeman, Carlos Lngston, John Sawyer, Bud Crace plus other whose name escape me. Officials were finally found and they were excellent. Working a tiny, indoor track was far more difficult than a larger outdoor track. The officials were: Jerry Piper, Manager; Alyce Piper, Publicity; Leo Pruitt, Scorer; Hershell Turk, Timer; Ollie Goodrich, Starter; Tex Radford, Pit Manager; Charles Morrison, Ass't. Scorer; Mrs. Hershell Turk, Ass't. Scorer; Jess Gingrich, Ass't. Pit Manager.

The drivers were a rough, tough, outspoken group with no love for promoters. To give you an idea, driver Cotton Musick rode his motorcycle from Kansas City in a snowstorm to make the races. Jerry told them we paid by check - they said, no way, cash immediately after the races. Then they would gather in a corner under the concrete stands and hold a crap game. Many a night the main event winner would leave dead broke. That was the way they wanted it.

After opening night Jerry told the drivers "whites" were required to be worn to "clean up" the show. Some of the drivers had driven in overalls, also know as Oklahoma tuxedos.

So next Saturday the drivers showed up with white trousers,

all excepting one Jack Penwell, a hard driving, hard looking man. He was in overalls. Jerry angrily went to Penwell and chewed him out. Penwell listened, stared hard and long at Piper, then lowered his blue overalls - to show white duck trousers underneath. He never said a word, just buttoned up his "Oklahoma Tuxedo" and climbed into his race car.

That's the way they were in Tulsa, Oklahoma in 1949 The racing was excellent, rough and tumble, but the crowds only averaged 1,000, enough to lose about \$2,000 a night.

One night Judd Larson almost landed in the cockpit of Cotton Musick's car. Cotton yelled, "Hey, if you want to be my riding mechanic, I'll widen the seat." Larson had tangled with a hay bale and his car got so high the front wheel ended up on Cotton's cockpit. Cotton's hand was severely bruised.

Johnny Parsons had finished 2nd at Indy and was a tip name in auto racing so Jerry made a deal with him top race indoors. The crowds were still poor. In January, 1950, Piper and I were broke and borrowed money for a last fling, do or die.

We had used Bob Niles, a parachutist who had jumped from the Golden Gate Bridge, and lived, at some of our California tracks, to stimulate the audiences. He would do a delayed parachute jump over the speedway, not pulling the rip cord until only a few hundred feet from the ground. It was scary at times.

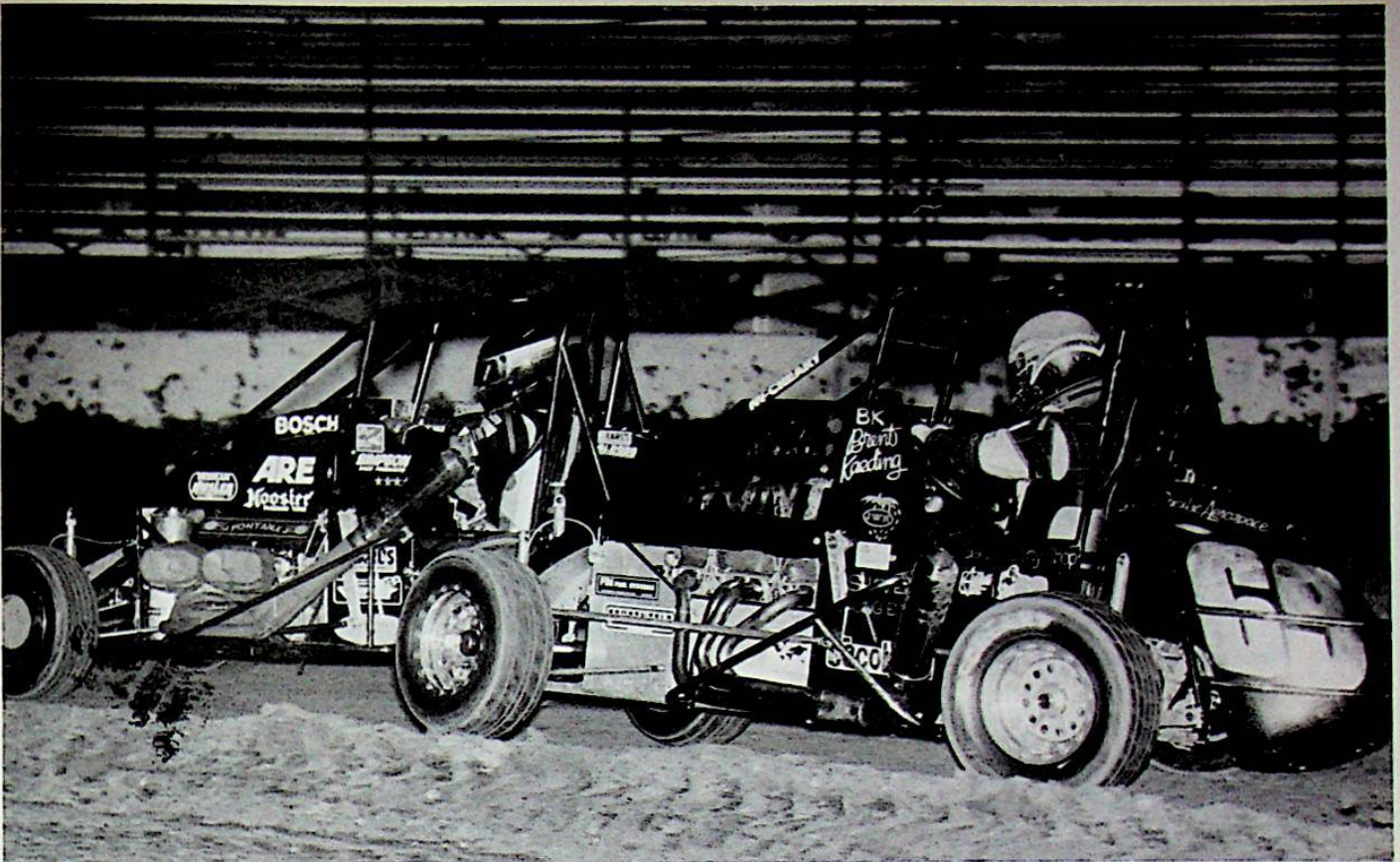
So for our last(?) race we had Niles sneak into town after telling the newspaper, radio and the one TV station, that he was going to fly into Tulsa Wednesday and parachute over town at 12:05 to compete in the races that Saturday night. Mind you, he had never driven a race car! We rented a Plane, swore the pilot to secrecy and Bob aloft just before noon, Wednesday. Bob jumped, dressed as race driver - crash helmet, goggles, red shirt, white duck trousers, and it was a fantastic leap. It stopped traffic in downtown Tulsa. Bob landed on top of a two story hotel and the reporters and photographers were there. We were elated, front page publicity and Bob was on radio the rest of the week!

Jerry got a race car and we gave Niles some quick lessons in race driving indoors. Thank goodness the car blew Saturday night while Bob was warming up. We really thought we had it licked now, we just knew we would have a large crowd and be able to continue the racing. The publicity was fabulous.

To end this, we drew the usual 1,000, had to fold the races, sneak Bob Niles out of his hotel room, rush him to the Greyhound Bus Depot and send him back to Oakland, Ca.

By the time we paid our bills, we had about \$35 to get home on. Where did we go wrong, what did we do wrong; we still didn't know. We just feel that the native Oklahomans just didn't believe you could race cars indoors on a tiny track so they weren't about to pay \$1.50 to find out. We went back to California, put the same indoor show in the Exposition Building in Oakland and drew 3,000. Our Oakland races ran every winter for 20 years, and made us money.

So it goes in race promotion.



Hard charging Brent Kaeding — Photo Jim Viviano



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SCHRADER SURPRISES FRIDAY FIELD AT TULSA

By Kevin Eckert



Moonlighting stock car pro Kenny Schrader vaulted a Cosworth into victory lane in the Friday feature to the sixth annual Keebler-Chili Bowl National in the Tulsa Expo Building. Hailing from North Carolina by way of Missouri. The 1982 USAC Silver Crown king started eighth aboard a five-year old car built and backed by Greg and Mark Wilke of Milwaukee. Uncompetitive here for the past two years, Schrader showed tonight that he still has what it takes to win without fenders.

Page Jones jockeyed to a heat win from dead-last to land the pole position in his first Tulsa appearance ever. Just like Thursday night, the inside starter was able to drift across the track and take the cushion away from the outside polesitter, who on this night was defending Chili Bowl winner Lealand McSpadden.

California champion Brent Kaeding spun to a stop after an opening lap bump with Donnie Beechler. Brent's black Shaver Gambler backed by J.W. Hunt rejoined the field and the last 24 of 25 laps went without another yellow flag.

The difference between this preliminary feature and last night's version was that the bottom groove went away Thursday but not Friday. A damp brown strip remained throughout the entire race and Schrader stayed low and fast to pick off the leaders one by one. Jones and McSpadden became stalled behind Brent Kaeding and Randy Koch's side-by-side struggle and enabled Schrader to stretch a safe lead by the time the checkered fell. Dan Boorse brought his SESCO to a fourth-place finish from a fifth row start. Denver's Dave Strickland, steering a Buick built by Nebraska's Wayne "House of Horsepower" House, crossed fifth. Mike Streicher was stung by the passing point system when his heat race efforts earned second from third. For the feature, Streicher started from row five out bagged the sixth seat into Saturday's main event by passing Arizona's Ricky Johnson, Missouri's Phil Heavalow, California's Gary Howard and Aaron Berryhill, son of former Chili Bowl president Bob Berryhill. Donnie Beechler was unable to get past hot-laps Thursday night and persuaded officials to let him into Friday's program. Donnie nearly nailed down a spot in Saturday's final when he roared from row seven to score seventh with a Kercher V-4 owned by Mike McNulty. Eighth and ninth were the Jack Rich-Cosworth of Berryhill and self-constructed chassis of Gary Howard.

Indianapolis 500 veteran Wayne Weiler has sent cars to Tulsa from Phoenix for all six Chili Bowls. The older Weiler Farms Stewart misses the main Thursday night with Terry Gray but the newer machine managed 11th under the care of Ricky Johnson.

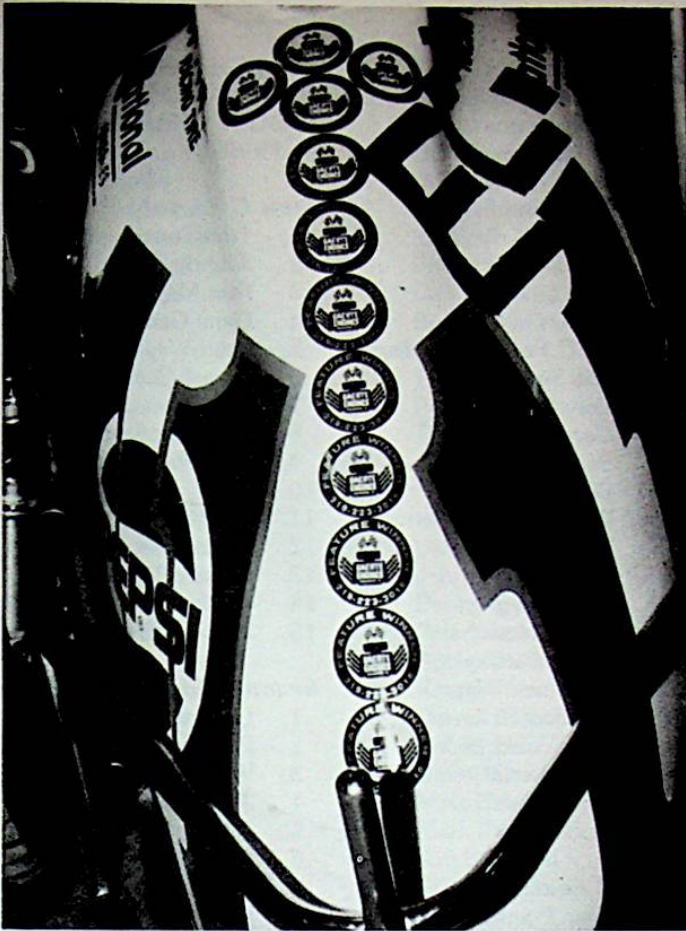
More of Dave Ellis' craftsmanship posted 12th and 13th driven by Denver's Randy Roberts and "Cactus Jack" Yeley of Arizona. Hometown champion Donnie Crawford finished 14th in an Illinois Gambler owned by Jerry Hatton. A pair of Pro-Tech products were entered by Steve Peachey, one for creator Joe McCarthy and an Arizona Race Mart "78" that snared 16th raced by Randy Whitman.

1989 USAC midget champion, Russ Gamester was leading the fifth heat race when his Arias engine expired and finished the "Indiana Invader" for the remainder of the weekend. Australia's Barrie Valentino made the 1992 Chili Bowl an international event.

First B-Main Yeley, Roberts, Lein, Pierce, Holderfield, Teators, Franklin, Wilson, Parchman, McVay, Eslick, Lewis, Camfield, Stewart, Newman

Second B-Main Beechler, Crawford, Koch, Mayhew, S. Gennetten, Peters, Younce, Valantino, Wilburn, Wheeler, McGuire, Branson, Calhoun, Gamester, Rockhold, Arnold.

A Main- Schrader, McSpadden, Jones, Boorse, Strickland, Streicher, Beechler, Berryhill, Howard, Heavalow, Johnson, Roberts, Yeley, Crawford, Lein, Whitman, Kaeding, Koch.



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D Feature 10 laps

1. Gregg
2. King
3. Harris
4. Harr
5. Morris
6. Brandenburg
7. Pickle
8. Germer
9. Winters
10. Newman

C Feature 12 laps

1. Johnson
2. Harr
3. Gregg
4. S. Gennetten
5. R. Eslick
6. Weyant
7. Harris
8. Lewis
9. Osborn
10. King
11. Caruthers
12. DeRosa
13. Burke
14. Cicconi

B Feature 20 laps

1. Went
2. Heydenreich
3. Shuman
4. Johnson
5. Beach
6. Stubblefield
7. Roberts
8. Bower
9. Harr
10. Brooks
11. Ward
12. Mockler
13. Eslick

A Feature 40 laps

1. Vogler
2. G. Gennetten
3. Doty
4. Carson
5. Enlow
6. Swindell
7. Mockler
8. Shuman
9. Schneider
10. Parsons Jr.
11. Heydenreich
12. Went
13. Backlund
14. Payne
15. Dave Burns
16. Wolfgang
17. Knepper

18. McSpadden
19. Johnson
20. Danny Frye Jr.

**SECOND ANNUAL
ORIGINAL CHILI BOWL
MIDGET CHAMPIONSHIPS
— 1988**
First Semi 12 laps

1. Ron Shuman
2. Rory Peachey
3. Robby Flock
4. Steve Newman
5. Ronnie Burke
6. Todd Holderfield
7. Mike Schiessel
8. Ron Hughes Jr.
9. Bill Luse Jr.
10. Rich Miller

Second Semi 12 laps

1. Johnny Parsons Jr.
2. Ricky Johnson
3. Andy Hillenburg
4. Kevin Doty
5. Ron Glidden
6. Tim McVay
7. Mark Gaerke
8. Dean Billings
9. Scott Frew
10. Gene Beach

A Feature 40 laps

1. Scott Hatton
2. Danny Frye Jr.
3. Gene Gennetten
4. Mike Gregg
5. Mel Kenyon
6. Jerry Russell
7. Dave Strickland Jr.
8. Jon Backlund
9. Kevin Olson
10. Joe Gaerte
11. Ricky Johnson
12. Lealand McSpadden
13. Tom Eatwell
14. Sammy Swindell
15. Mike Brooks
16. Rory Peachey
17. Steve Knepper
18. Johnny Parsons Jr.
19. Don Lehman
20. Ron Shuman

**THIRD ANNUAL ORIGINAL
CHILI BOWL
MIDGET CHAMPIONSHIPS
— 1989**
First C Feature 12 laps

1. Bev Griffis
2. Jerry Russell
3. Jeff Palazzio
4. Steve Hahn
5. Tommy Hahn

6. Leo Tucker
7. Darrell Calhoun
8. Gary Germar
9. Howie Sewell
10. Steve Newman
11. David Camfield
12. Ken Schrader
13. Kenny French
14. Stan Lindsay

Second C Feature 12 laps

1. Tim Siner
2. Rory Peachey
3. Gene Beach
4. Buster Linne
5. Bill Luse
6. Rossie Morris
7. Dink Glidden
8. Pat Lysell
9. Dick Billings
10. Robert McGuire
11. Shane Carson
12. Shannon Finley
13. Lisa French
14. John Yonke III
15. Dave Baldini
16. Tom Eatwell
17. Rex Combs

First B Feature 20 laps

1. Dean Franklin
2. Scott Frew
3. J. R. Miller
4. Ricky Johnson
5. Tim Siner
6. Jim McVay
7. Wesley Hardin
8. Jeff Lee
9. Rory Peachey
10. Bobby Brummett
11. Billy Kolkenbuvur

A Feature 40 laps

1. Sammy Swindell
2. Jack Hewitt
3. John Heydenreich
4. Rich Vogler
5. Kevin Olson
6. Steve Enlow
7. Dave Strickland Jr.
8. Dean Ward
9. Mike Gregg
10. Danny Frye Jr.
11. Scott Hatton
12. Duke DeRosa
13. Don Lehmann
14. Dean Franklin
15. Jerry Russell
16. Randy Koch
17. Scott Frew
18. Rick Taylor
19. Richard Pole
20. Gene Gennetten

**FOURTH ANNUAL
ORIGINAL CHILI BOWL
MIDGET CHAMPIONSHIPS
— 1990**
First C Feature 12 laps

1. Tom Suner
2. Johnny Cofer
3. Kurt Mayhew
4. Gene Gennetten
5. Scott Weyant
6. Darrell Calhoun
7. Perry Younce
8. Rich Camfield
9. Pepi Marchese
10. Danny Frye Jr.
11. Jim McVay
12. Mark Stasa
13. Ronnie Burke
14. Howard Worrell
15. Dave Baldini

Second C Feature 12 laps

1. Lealand McSpadden
2. Pat Lysell Jr.
3. Wayne Brauner
4. Jon Backlund
5. Jeff Gordon
6. Dean Ward
7. Mike Peters
8. Richard Pole
9. Tim McVay
10. Jerry Stone
11. Gene Beach
12. Greg Leucker
13. Duke DeRosa
14. Jeff Pallazola
15. Dean Franklin
16. Rossie Morris Jr.
17. David Camfield

First B Feature 20 laps

1. Doug Wolfgang
2. Terry Went
3. Joe Gaerte
4. Aaron Berryhill
5. Don Lehman
6. Mike Streicher
7. Jeff Lee
8. Kurt Mayhew
9. Chris Malone
10. Tom Siner
11. Scott Weyant
12. Steve Enlow
13. Dan Ford
14. Gene Gennetten
15. Ricky Johnson
16. Mike Brooks
17. Johnny Cofer

Second B Feature 20 laps

1. Stan Fox
2. Randy Roberts
3. Mark Passerelli
4. Mike Went

5. Lealand McSpadden
6. Terry Holliman
7. Jon Backlund
8. Randy Mausteller
9. Rex Combs
10. Ron Hughes Jr.
11. Wayne Brauner
12. Dave Brazzell
13. Pay Lysell Jr.

15. Michael Fabianac
16. Bill Eslick

First B Feature 20 laps

1. Dean Billings
2. Steve Enlow
3. Randy Roberts
4. Phillip Heavelow
5. Dan Ford
6. Bobby Schneider
7. Scott Frew
8. Tim McVay
9. Pepi Marchese
10. Tim Siner
11. Johnny Cofer

Second B Feature 20 laps

1. Dan Boorse
2. Johnny Parsons, Jr.
3. Danny Frye
4. Pete Frazier
5. Bobby Davis, Jr.
6. Kenny French
7. Darrell Calhoun
8. Robert Harr
9. Danny Lasoski
10. Mike Brooks
11. Mark Passerelli
12. Jon Backlund
13. Bob Davison

A Feature 40 laps

1. Johnny Heydenreich
2. Steve Kinser
3. Sammy Swindell
4. Robby Flock
5. Rich Vogler
6. Danny Lasoski
7. Johnny Parsons
8. Steve Gennetten
9. Ken Schrader
10. Terry Wente
11. Stan Fox
12. Steve Knepper
13. Doug Wolfgang
14. Randy Roberts
15. Dean Billings
16. Jeff Gordon
17. Joe Gaerte
18. Mark Passerelli
19. Scott Hatton
20. Kevin Doty

A Feature 40 laps

1. Lealand McSpadden
2. Sammy Swindell
3. Steve Kinser
4. Dan Boorse
5. Andy Hillenburg
6. Kevin Doty
7. Ron Shuman
8. Brent Kaeding
9. Stevie Reeves
10. Randy Roberts
11. Mike Streicher
12. Dean Billings
13. Phil Heavelow
14. Steve Enlow
15. Danny Frye
16. Shane Carson
17. Johnny Parsons
18. Kevin Olson
19. Pete Frazier
20. Robbie Flock

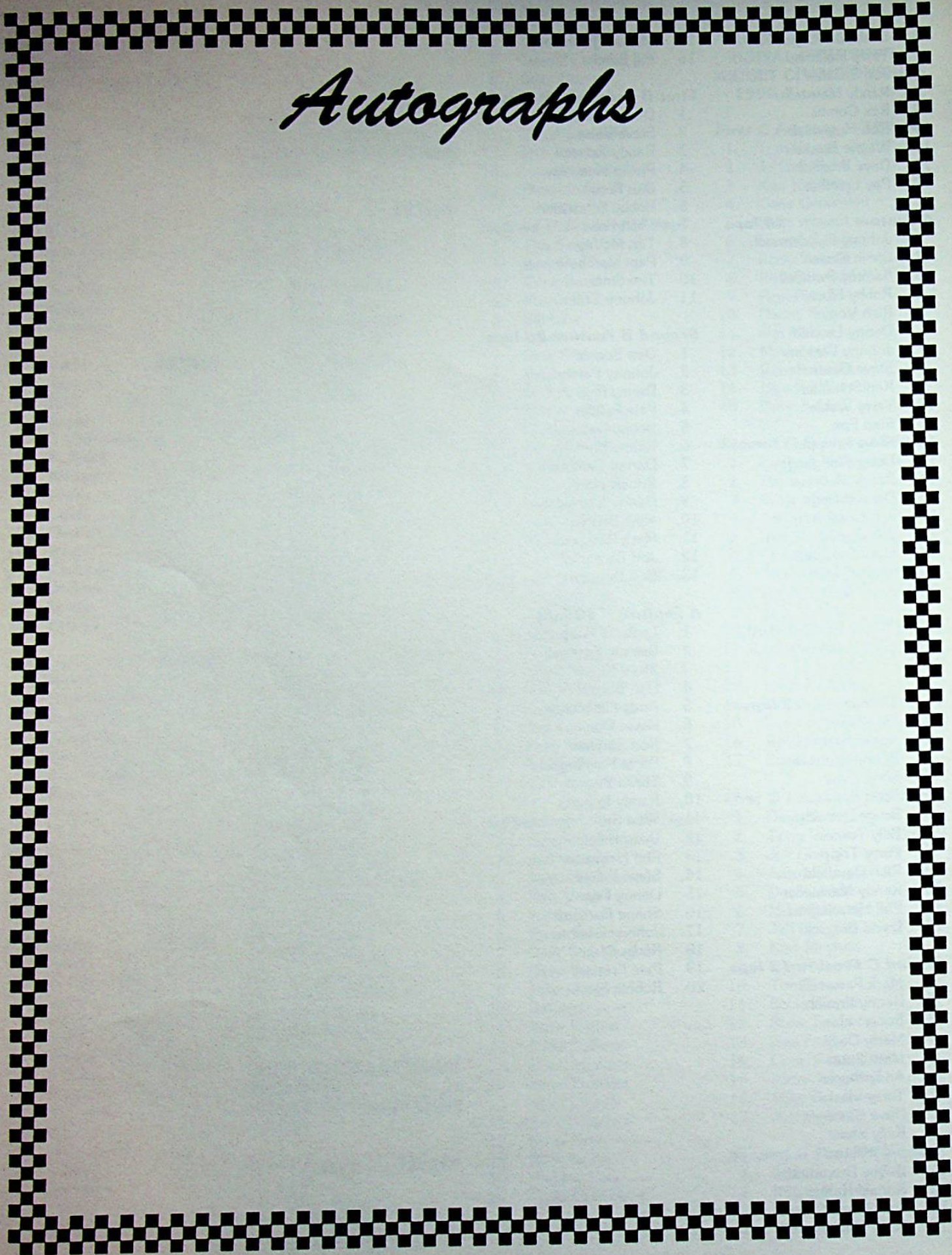
FIFTH ANNUAL ORIGINAL
CHILI BOWL NATIONALS
1991

First C Feature 12 laps

1. Tim Siner
2. Aaron Berryhill
3. Bobby Schneider
4. Scott Frew
5. Scott Bettes
6. Bruce Donaldson
7. Billy Turner
8. Perry Tripp
9. Rich Camfield
10. Randy Mausteller
11. Phil Hennington
12. David Brazzell

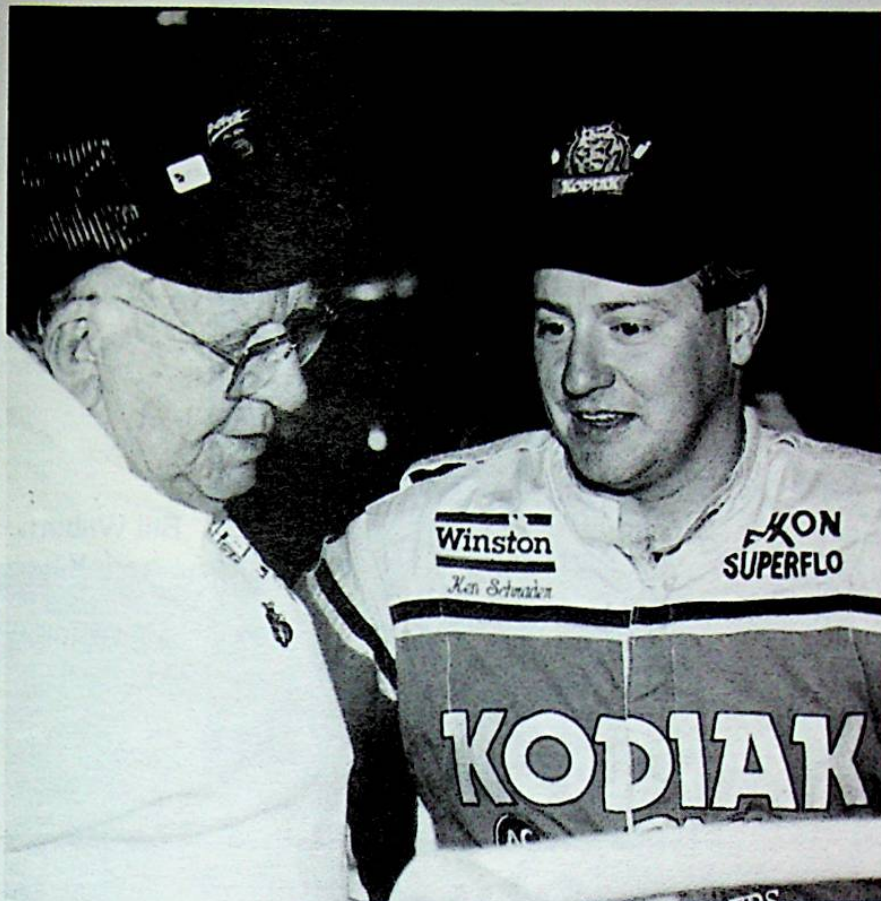
Second C Feature 12 laps

1. Mark Passerelli
2. Kenny French
3. Robert Harr
4. Marty Davis
5. Mark Stasa
6. Andy Pierce
7. Terry Starks
8. Dave Camfield
9. Kelly Shaw
10. Bill Wilburn
11. Bobby Brummett
12. Ronald Kuhn
13. Jim Parsons
14. Scott Hatton



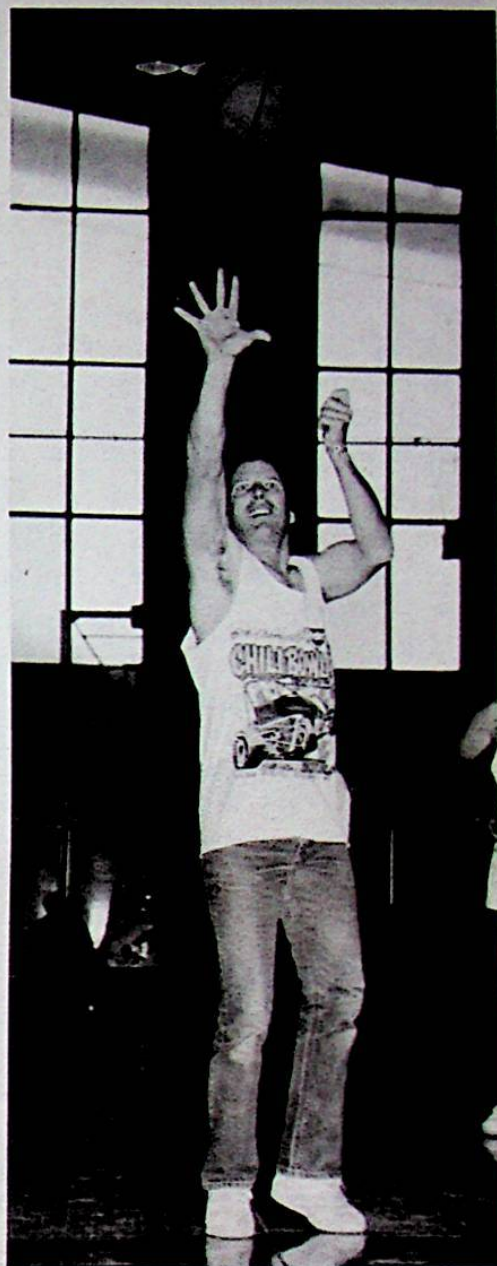
Autographs

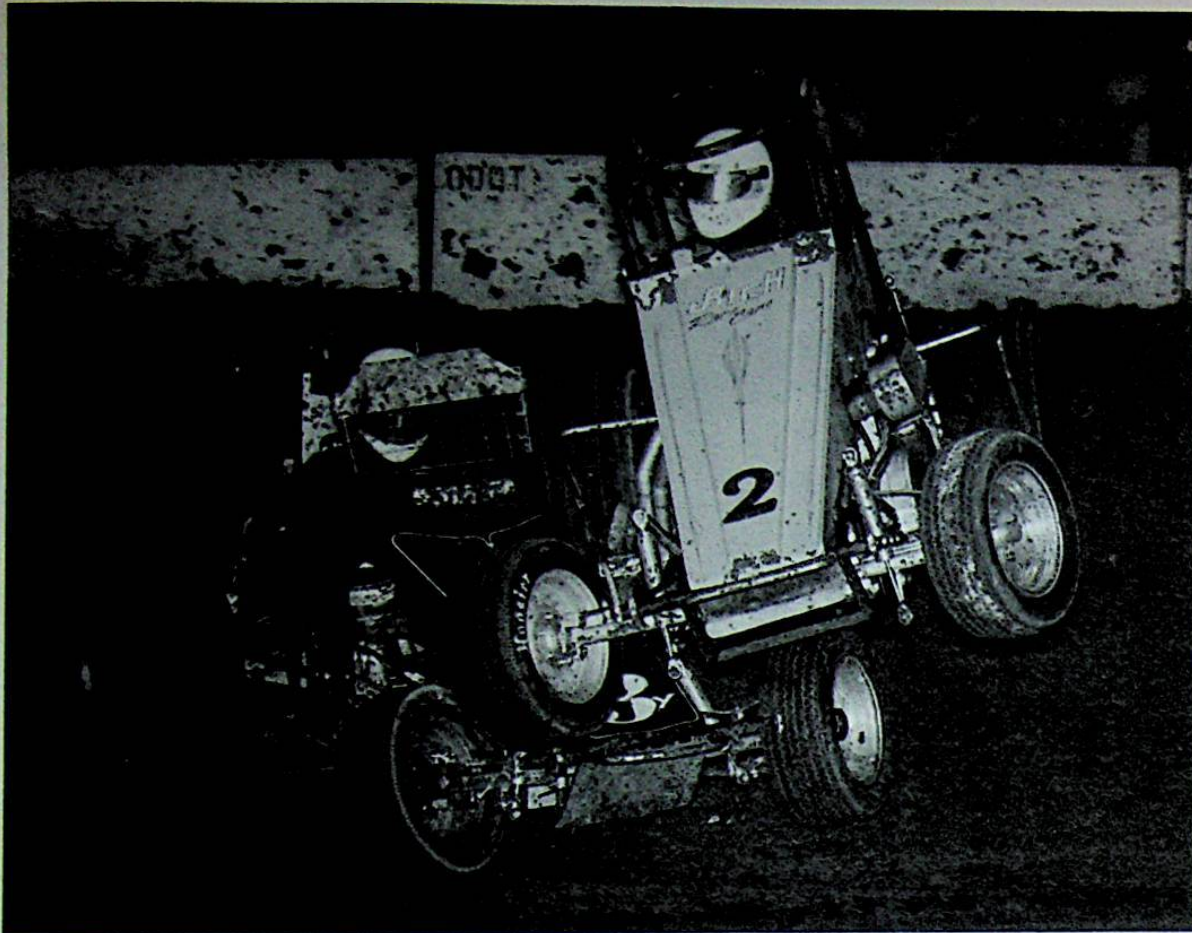
J. W. Hunt Benefit Basketball Game



The benefit basketball game, hosting the sprint car drivers against the midget drivers, was a lot of fun. Last year over \$4,500 was raised for the Tulsa Parent Child Abuse Center. Olson, manager of the midget team, was his usual clowning self. It seemed he had more time to dream up the crazy things he did during the game after a timing gear trailered the Hughes No. 34 Thursday night.

J. W. Hunt was again the biggest bidder paying \$1,100 for the autographed basketballs and then kicking in another \$1,000 before it was over. What more can be said of this fine gentleman who loves the sport so dearly and has done so much to support it and things such as this benefit. The scorers said the midget drivers, headed by Emmett Hahn, won the game but that's not the way the spectators saw it.





Bill Wilburn -
Charlotte,
NC, and an
unidentified
flying object

Photo
Jim Viviano

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Every Race - Flag-to-Flag - Including 3 Main Events

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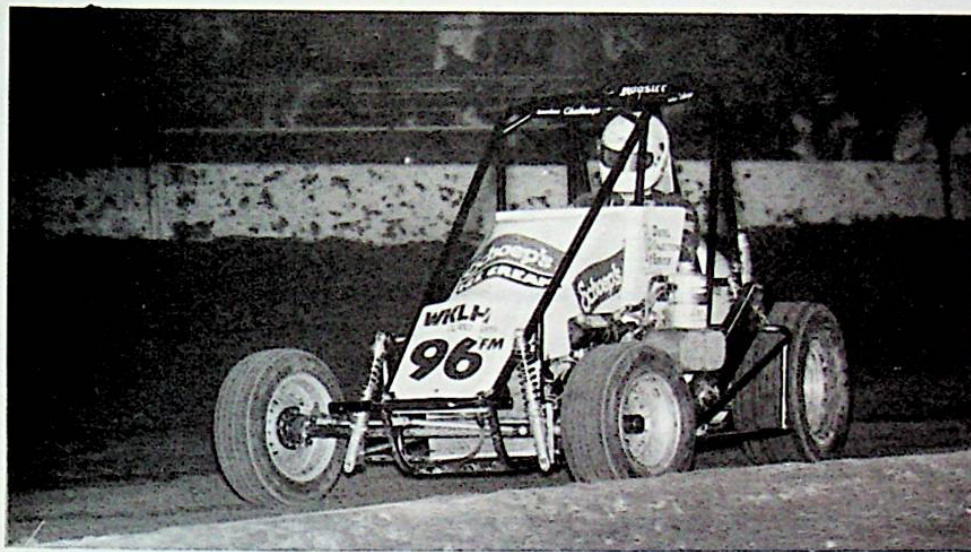
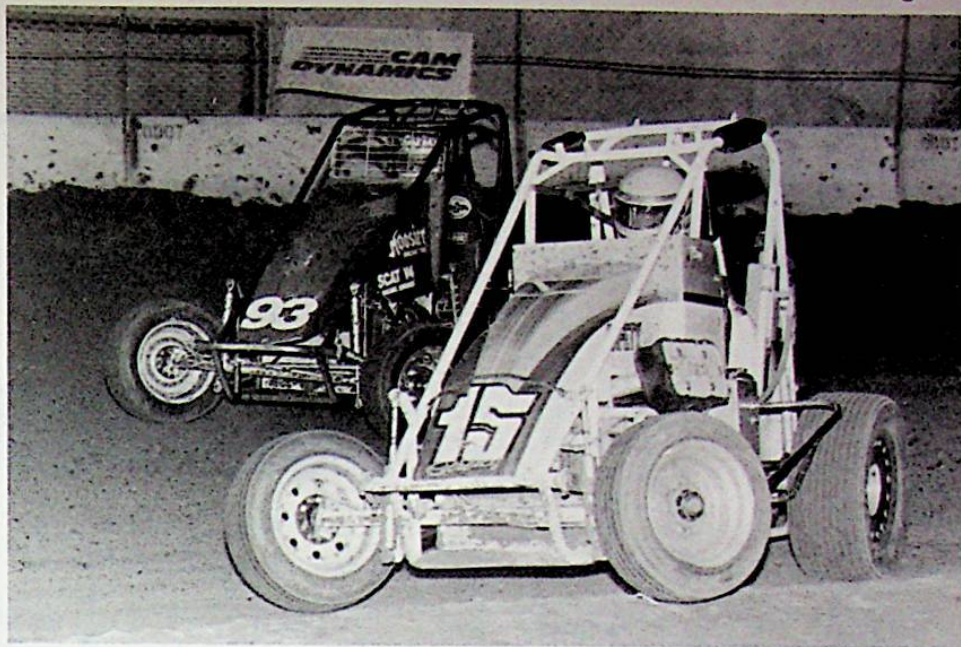
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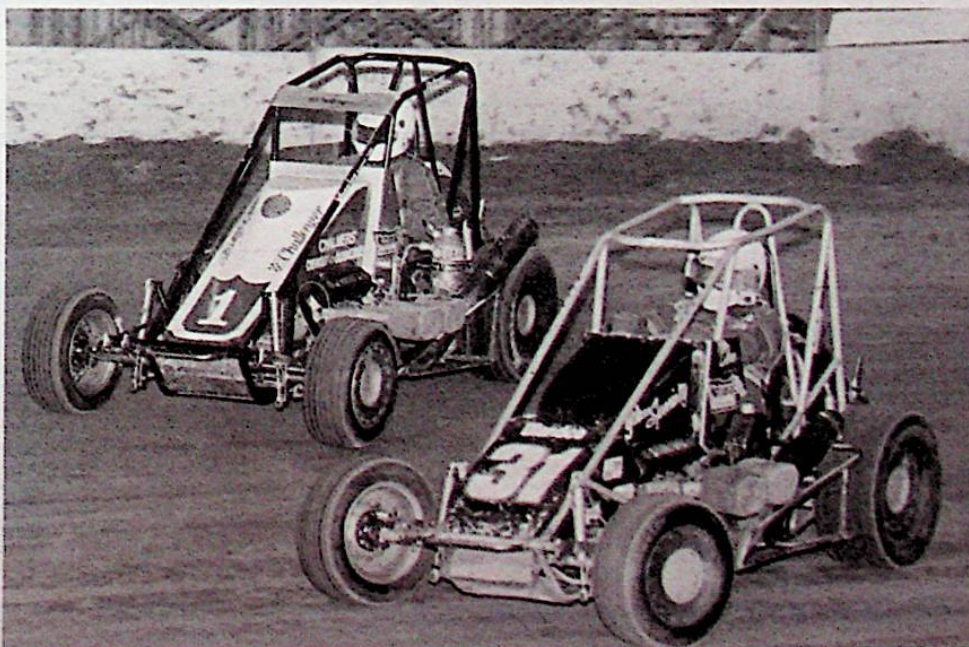
Number 15, Tom Eatwell
battles with Joe McCarthy

— Photo Tom Davey



Wisconsin's Dean Billings has
22 midget feature wins and 3
driving titles and will compete in
his 6th Chili Bowl Nationals

Don Lehmann, # 31, and
Broken Arrow's Andy
Hillenburg, #1K



National Indoor Midget Championship

1st HEAT

START	FINISH
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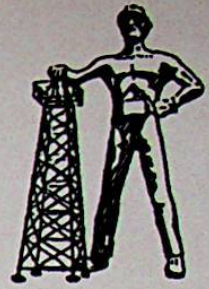
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17	_____	17	_____

7th Annual Chili Bowl

Jan. 7-8-9, 1993

National Indoor Midget Championship



LINEUP		FINISH	
1 _____	2 _____	1 _____	2 _____
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17 _____	18 _____	17 _____	18 _____
19 _____	20 _____	19 _____	20 _____
21 _____	22 _____	21 _____	22 _____
23 _____	24 _____	23 _____	24 _____

LINEUP		FINISH	
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17 _____	18 _____	17 _____	18 _____
19 _____	20 _____	19 _____	20 _____
21 _____	22 _____	21 _____	22 _____
23 _____	24 _____	23 _____	24 _____

KWIK CHANGE

Relief Valves

#1 Used Relief Valves in 1992

WOO - D.I.R.T. - ARCA - WINSTON ALL PRO - ASA - CART - NCRA - ALL STARS - NASCAR - IMCA - URC - U.S.A.C. - CRA - SCCA - SUPR SCORE - NHRA - ASCS - AND MANY OTHER LOCAL TRACK CHAMPIONSHIPS.

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TIRE PRESSURE
CHANGE!**

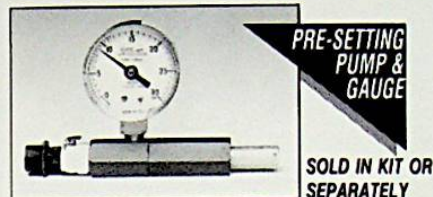


Now, adjust tire pressures at
"in-and-out" speeds with
Kwik-Change Relief Valves!

- You pre-set Relief Valves to maintain desired tire pressure at racing temperatures (2-32psi).
- Additional pre-set Relief Valves can be instantly installed if track conditions change.
- Kwik-Change Schrader valves snap into wheel Quick Disconnects, allowing air-ups in just seconds.
- Dry-break design eliminates air loss during any valve changes.



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Kwik-Change Relief Valves can be accurately and quickly pre-set or checked prior to installation in your wheel. Gauge gives a visual determination of when air bleeding has stopped, thus eliminating old, tedious methods and guesswork.

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DANNY JOHNSON MR. DIRT
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ROBBIE STANLEY USAC SPRINT
STEVIE REEVES USAC MIDGET
LEALAND McSPADDEN CRA POINT LEADER

DONNIE KREITZ WILLIAMS GROVE, SUSQUHANNA SPEEDWAYS
TIM GREEN NARC, GOLDEN STATE CHALLENGE
KRAMER WILLIAMSON URC
TERRY GRAY NCRA
KEVIN HUNTLEY ALL STARS
LENNY KRAUTHEIM SELINGSGROVE SPEEDWAY
DANNY LASOSKI KNOXVILLE SPEEDWAY
HOWIE LOCKE BUDWEISER SUPER SPORTSMAN TOUR

... AND MANY OTHER CHAMPIONS TOO NUMEROUS TO MENTION.

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THANK YOU.
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