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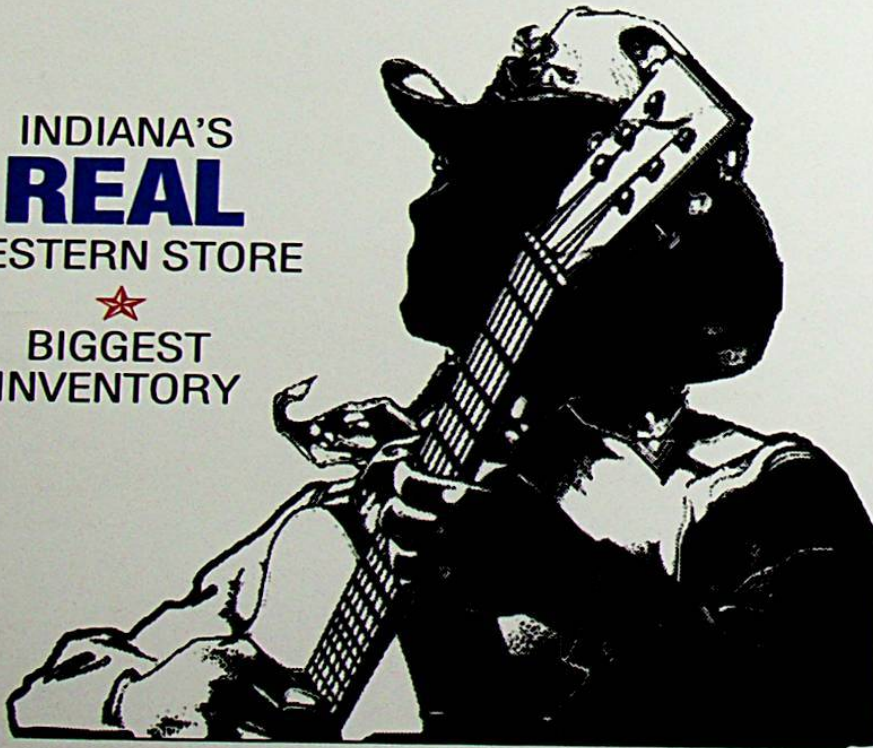


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Welcome, Race Fans!!!

As the general manager of Indianapolis Raceway Park, it is always a pleasure for me to welcome you on behalf of myself as well as the management team and staff of our facility.

Myself and the staff are especially proud to do so this year, and some of the reasons for this pride should be evident to you as you look out over our .686-mile oval track. The National Hot Rod Association, the owner of IRP since 1979, has solidified its commitment to this facility and the sanctioning bodies whose competitors utilize it with a list of improvements we feel is extremely impressive.

Rarely has a race facility more than thirty years old been the site of such an extensive remodeling, and in so many different forms.

Here in the oval, almost \$600,000.00 has been committed to these improvements. As you can see, a completely new pit road has been constructed, providing additional space for crews as well as a new measure of safety for those whose job involves keeping the high-performance race cars in competition. This particular facet of the improvements involved extension of the existing pedestrian tunnel under the track as part of the overall project. There is also a new lighting system, a state-of-the-art installation by Musco Lighting which will greatly enhance the enjoyment of our events for fans and racers alike, in addition to those who view many of our races on ESPN's nationwide telecasts. A new media center is in place near the center of the infield, one which we are sure will adequately serve the needs of the print and electronic representatives who spread the word about IRP's racing events all over the world. Part of this building will be utilized as a corporate suite, the first of its kind inside our oval, and the structure itself will be known as the DuPont Hospitality and Media Center. You can also see the additions to our scoreboard in the infield, and these have been installed with the support of the Miller Brewing Co. to provide race information to fans seated at each end of the oval during some of our larger events. In addition, we hope you will enjoy the Sizzler Speed Zone, a smaller score board which will show fans in the main grandstands the speed reached by cars on the front straightaway as they pass a radar gun. Finally, at the end of the evening the post-race ceremonies will be conducted on our new elevating Winner's Circle platform, which was graciously donated to IRP by the Indianapolis Motor Speedway through the courtesy of Tony George and Charlie Thompson.

Other improvements to the facility may not be so visible to you at your present position, such as the renovation and widening of the pit road for our 2.5-mile, 15-turn road course. This project, long overdue, is being made possible because of the scheduling of more high-visibility events on that course, including those featuring the IMSA Firestone Firehawk Endurance Series, Exxon World Sports Cars, and Exxon GT Series. Other improvements have also been made on the road course, and you can be sure that the world-famous drag strip has not been ignored in our plans for this season.

We sincerely hope you enjoy your visit to what we are now calling the "new" IRP oval, and we hope you will return often. If there is any way we may make your stay at our facility more enjoyable, please do not hesitate to inform us.

Sincerely,

Lex Dudas

LEX DUDAS, General Manager
Indianapolis Raceway Park

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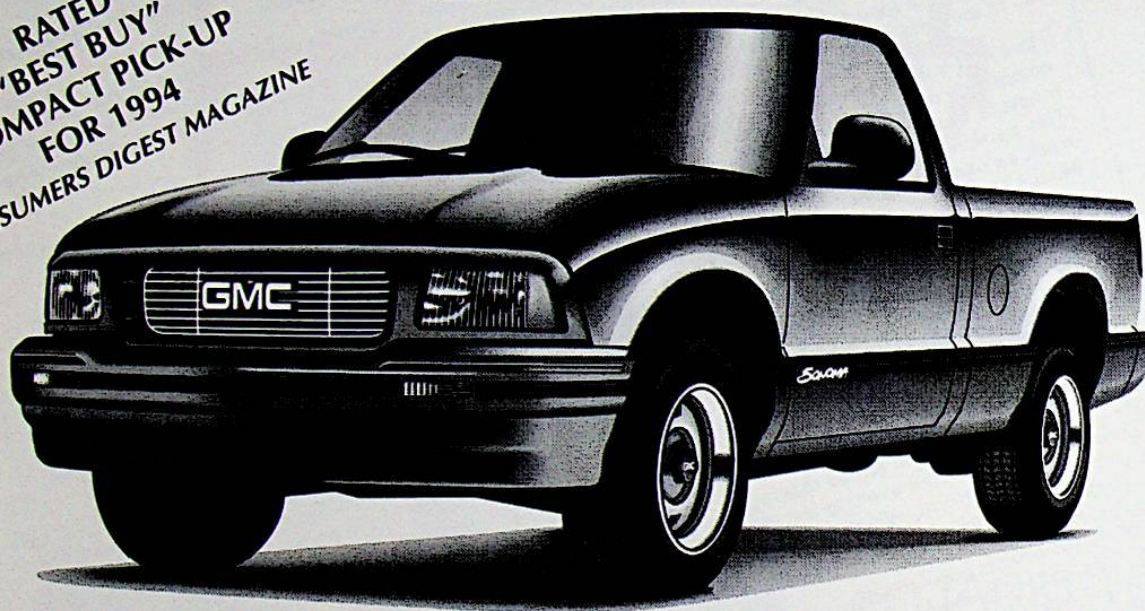
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Three Men's Dreams Became Reality When IRP Was Conceived

The multi-purpose motorsports facility which has become famous over the past thirty 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 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 to build the planned oval.

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

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

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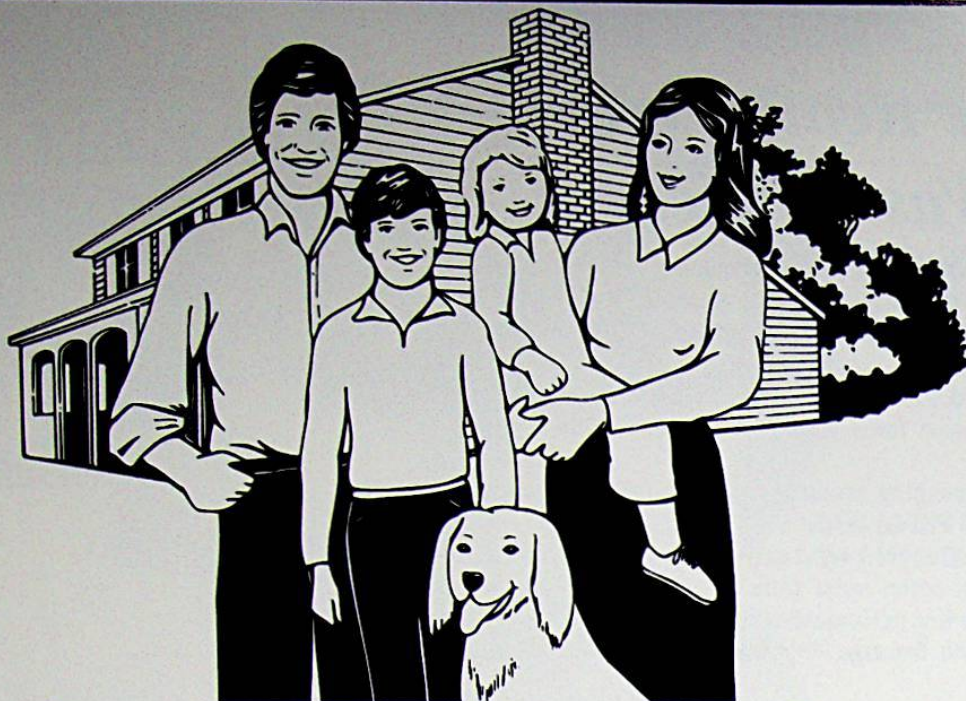
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CITY OF INDIANAPOLIS
STEPHEN GOLDSMITH
MAYOR

May, 1994

Dear Fellow Race Fan:

The City of Indianapolis is rich in racing history and tradition dating back to the beginning of this century. As the home of the Indianapolis 500-Mile Race, the NHRA U.S. Nationals, and over 200 racing-related businesses, the city has earned the title of "Racing Capital of the World."

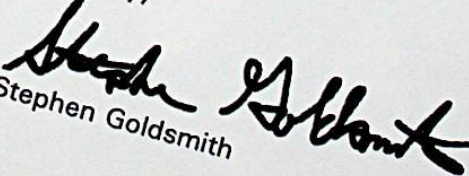
But it was only about a third of a century ago that Indianapolis Raceway Park held its first racing event. Today, IRP is the most active multi-purpose racing facility in the country and a tremendous asset to the City of Indianapolis and its surrounding communities. Popular among fans, racers, teams, sponsors, and sanctioning bodies, IRP attracts hundreds of thousands of people to the Indianapolis area each year.

With the return of the ESPN Thursday Night Thunder series and the Kroger NASCAR 200 on the extensively renovated oval track, the 40th annual NHRA U.S. Nationals on the drag strip, and the IMSA World Sports Cars on the famous 2.5-mile road course, 1994 will be a banner racing year at IRP.

On behalf of the City of Indianapolis and its many race fans, welcome to Indianapolis Raceway Park.

Enjoy the racing!

Sincerely,


Stephen Goldsmith



UNITED STATES AUTO CLUB

Dear Race Fans:

Thank you for your support of the United States Auto Club and its 1994 racing programs at Indianapolis Raceway Park.

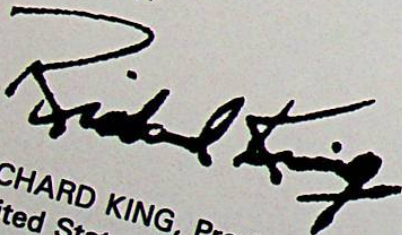
Indianapolis Raceway Park represents the finest in motorsports facilities, and offers our participants an excellent venue to display their talents. We are indeed fortunate to have IRP as an integral part of our operations. Race organizer Lex Dudas and his superb staff have created a friendly atmosphere for everyone and we salute their fine accomplishments.

The 1994 season holds great promise for USAC and its membership. Once again, ESPN's telecasts will broaden the awareness of the American racing public as to IRP's excellent facility and provide a tremendous vehicle for our participants and their sponsors. We look forward to this year's "Thursday Night Thunder" events on the IRP oval.

It is always our objective to present the finest in automotive competition and we are confident that, with your continued support, we will succeed.

Thank you for your attendance, and come back soon.

Sincerely,



RICHARD KING, President
United States Auto Club

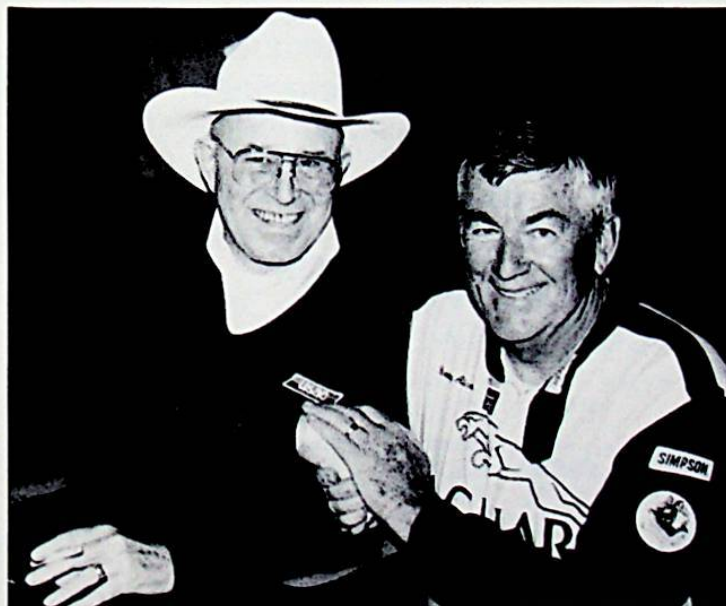
The United States Auto Club

The United States Auto Club is on the threshold of a major milestone in its long history. Conducting its first auto race on January 8, 1956, a midget event at Memorial Coliseum in Fort Wayne, Ind., USAC has, in the ensuing 37 years, presented nearly 5,000 total events. They have encompassed the entire spectrum of motorsports in virtually every state in the country, as well as in numerous foreign venues. The history-making 5,000th event will occur during the 1994 season.

Indy Cars, Championship Cars, Sprint Cars, Midgets, Stock Cars, Formula machines, Hill Climb vehicles, TQ Midgets, and others have competed on tracks ranging in length from a tenth of a mile inside an arena to lengthy road racing circuits, and on surfaces from concrete to dirt. USAC has enjoyed a diversity far beyond the scope of any other major race sanctioning organization.

Offering more than \$100 million in total prize money through the years, USAC has maintained the integrity of rules consistency and equitable competition which were the principles forming its very foundation. In 1993, over 150 events were presented, including the world's foremost spectator sporting event - the Indianapolis 500-Mile Race - for the 38th consecutive year under USAC sanction.

In 1993, USAC's diversity expanded with the addition of the Fast Masters Championship and a brand-new Modified



The late Roger McCluskey (left), USAC's Director of Competition, was a winner of events on the IRP oval as well as the road course in his driving days.

Above, he's shown with another driver who competed several times at IRP, Bobby Allison, during a FastMasters Championship event last season.

championship to its fold. Again in 1994, over 150 total events, involving participants nationwide in nearly every form of motorsports imaginable, are planned.

A leader in the field of safety, USAC's guidelines are emulated by other organizations and have served as the standard for the industry.

The USAC calendar, which begins in the second week of January, spans nearly the entire year. Only the month of December is void of any competition, as participants conclude the season's activities during Thanksgiving week.

Indianapolis Raceway Park plays no small part in USAC's scheduling, hosting 17 races involving five different divisions, more than any other facility.

USAC is proud of its racing tradition at IRP and looks forward to another spectacular year of exciting competition at the nation's finest multi-purpose motorsports complex.

usac United States Auto Club

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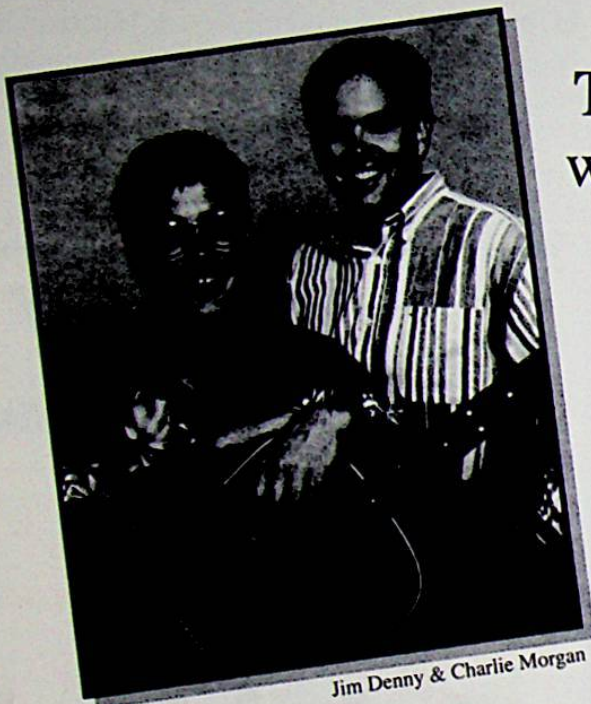
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Kenneth Nichols Opened 1993 Clark Series With A Victory In 30-Lap Midget Feature

In as exciting a midget race as the fast paved oval at Indianapolis Raceway Park had seen to that point, Kenneth Nichols retook the lead with less than four laps to go to win the 30-lap for the USAC Midgets on in the opening event of the 1993 Clark Racing Series on Saturday, May 8.

Nichols had led the first thirteen laps after starting on the pole, holding off repeated challenges by Kenny Irwin Jr., and Irwin took advantage of a momentary lapse on the leader's part to take over.

Irwin drove deep to the inside going into the first turn of the .686-mile track and made a clean pass, with Andy Michner also very nearly getting by Nichols.

"I went to sleep," Nichols explained, "and Kenny is sharp. He took advantage of it - and Andy almost got me."

Irwin was unable to pull away, with Nichols making several tries to get From then on I had to just concentrate on making a smooth, clean pass. He had on softer tires and I figured they'd heat up, but he was driving so smooth that it took a while."

Heading into the first turn on the 27th lap, Nichols dove down low, and managed to take over the lead coming off the second turn.

The suspense wasn't over - on the final trip around the big oval, the leaders got into lapped traffic, and the margin at the finish was less than a car length, with Irwin second and Reeves third.

Andy Michner was fourth and Mike Bliss placed fifth.

The only incident of the night occurred on the 12th lap of the feature and brought out a red flag.

In a multiple car battle for position, Doug Kalitta's car swerved out of control and flipped up against the outside retaining wall on the backstretch, and slid upside down, tail first, before coming to rest on its wheels between the third and fourth turns.

"It just got too crowded," Kalitta commented.

Feature: K. Nichols, K. Irwin, S. Reeves, A. Michner, M. Bliss, B. Gerster, J. Runyon, D. St. John, C. Leary, T. Goff, S. Barth, M. Kenyon, T. Stewart, A. Pierce, J. Howerton, M. Hurst, M. Bymaster, D. Kalitta, R. Parish, D. Fuhrman, D. Ballinger, T. Hines.



Kenneth Nichols finished up the 1992 season at Indianapolis Raceway Park with a USAC Midget feature win, and he began the 1993 campaign the same way - getting to the checkered flag first in the 30-lap feature on opening night for the Clark Racing Series after overcoming a momentary lapse and having to retake the lead from Kenny Irwin Jr.

He was obviously a pretty happy fellow after climbing out of Mike Nowicke's Ale-8-One car.



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Stevie Reeves Outdueled Johnny Parsons For May 22 Win In A Battle All The Way To the Checkered Flag

Battling a determined Johnny Parsons right down to the checkered flag, Stevie Reeves won the 30-lap 1993 Clark Racing Series feature for the Copenhagen/Skoal Racing USAC Midgets at Indianapolis Raceway Park on Saturday evening, May 22.

Parsons, starting on the pole of the feature, had led the first lap around IRP's .686-mile oval, but Dan Drinan took over on the second trip around and held a precarious lead until his engine failed after 17 laps, leading Parsons, Kenny Irwin, and Reeves.

After Drinan got in front, Parsons made two attempts to retake the lead, diving low into the first turn on the 7th lap, and again in the third turn on the tenth.

His second try sent him a little out of control, allowing Irwin to move into second place.

When Drinan's engine failed and he slowed coming off the second turn, Irwin took over the point, and Reeves passed Parsons for second on the same lap, at about the same time Kenneth Nichols and Andy Michner moved up into the battle.

Irwin's lead lasted only a lap, with Reeves going low into the first turn and taking over.

Stevie Reeves was the winner of the second 1993 Clark Racing Series feature race on the .686-mile IRP oval.



Irwin began fading from contention after Parsons took over second place on the 22nd lap, and began challenging Reeves for the front spot.

An inside pass in the first and second turns on the 26th lap actually gave him the lead, but that move was cancelled when the race's only yellow flag awaited the cars coming off the fourth turn.

A hard tangle on the front straightaway between Tyce Carlson and Dick St. John had eliminated both cars but resulted in no injuries, meanwhile putting Reeves back in front for a four-lap dash to the checker.

Parsons was unable to get past despite an attempt to the inside in the third and fourth turns on the final lap.

"I felt like I had to drive for this one," Reeves said in the IRP Winner's Circle, "because Johnny was right there and he wasn't going to give up. I've come so close and run second here so many times, and I didn't want it to happen tonight."

He admitted that the caution flag was a break for him.

"Johnny ran in there and surprised me on that pass," the winner said, "but when the green came out again, Johnny did a hell of a job of

staying in there and he gave me plenty of room. I mean, that was good racing. It feels pretty good when you can race with a guy like that. I'd like to thank Johnny for looking out for both of us."

Irwin had made the feature through the semi after a heat race crash caused serious damage to his car and eliminated that of the fast qualifier, Tony Stewart.

Irwin and his crew accomplished a seemingly-impossible task, virtually replacing the entire rear end of the car in time for the "last chance" race.

Since Reeves had already qualified for the Jack's Tool Rental Race of Champions, the feature spot went to Parsons. He and Tony Stewart, as the fast qualifier, joined the prestigious field.

Feature: S. Reeves, J. Parsons, A. Michner, K. Nichols, K. Irwin, M. Bliss, M. Kenyon, C. Leary, T. Hines, T. Goff, J. Runyon, R. Parish, A. Pierce, J. Sands, S. Barth, T. Carlson, D. St. John, D. Drinan, P. Jones, B. Gerster, J. Howerton, J. Hettinger.



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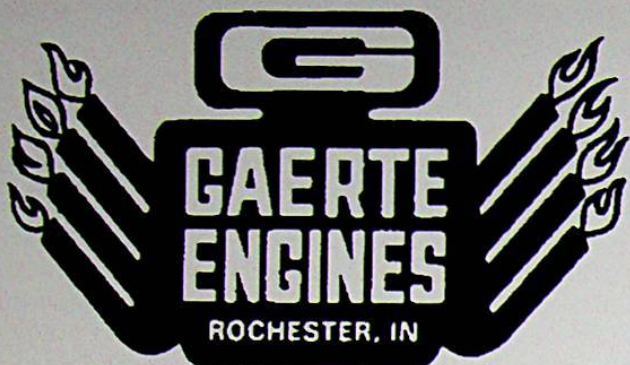
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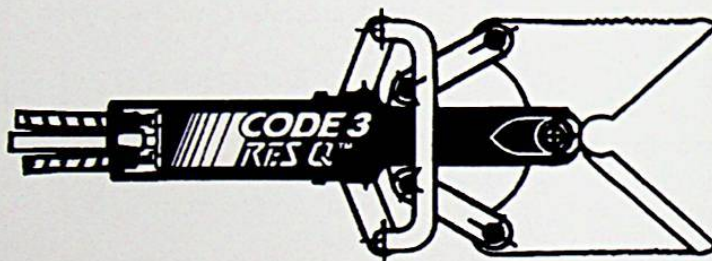
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Bliss' Determination Failed To Deter Nichols From Earning Second 1993 Victory In June 12 Feature

Overcoming a determined charge by Mike Bliss on the race's only restart, Kenneth Nichols pulled away to win his second 1994 Clark Racing Series feature of the season on Saturday, June 12 in the 30-lap main event for the Copenhagen/Skoal Racing USAC Midgits.

Starting on the pole of the 22-car lineup, Nichols watched outside front row starter Brian Gerster take the lead going into the first turn and followed for three laps before powering past on the inside coming off the second corner.

Bliss, the evening's fast qualifier at 21.408 seconds, got by Gerster the next time around the .686-mile oval with a low dive going into the third turn.

He was unable to close on Nichols, however, and the leader had about a straightaway lead when the race's only yellow flag came out on the 20th lap.

That naturally closed up the field, with Dan Drinan third, followed by Johnny Parsons, Jim Hettinger, and Kenny Irwin.

On the restart, Bliss dropped low heading into the first turn, but lost traction and was literally sideways before regaining control and apparently deciding to accept the runner-up spot.

Nichols went on to win by a straightaway and Bliss was second.

Drinan faded after the restart with mechanical problems, and Parsons placed third.

Stevie Reeves finished fourth, after starting on the tail when a push start was required.

"Boy, I hated to see that yellow," Nichols said after the race. "I looked at the scoreboard and saw that it was Mike back there, and I knew the yellow was going to put him right behind me. He was quick all night, and I knew he was going to make a move on the restart. From past experience I knew he could go in as deep as I could, and it was going to be a real shootout."

Just two weeks before, the two had duelled for the lead in the Night Before the 500 feature, with Nichols losing control while attempting to pass in the final laps.

"I guess this time the roles were reversed," the winner said, "but I think it's great that we can race that close and trust each other that much."

He added, "Mike (Nowicke) and the rest of our crew have got this car really working. We've been in the hunt every race, and it's great."

The victory was Nichols' fourth over the past two years at IRP, all of them coming in Nowicke's Ale 8-1 car.

"I figured maybe I had a chance at him on the restart," Bliss reflected. "With both of us having our engines down under the yellow, I thought if I could get a good enough run coming off the corner I could beat him into the first turn - but he was ready for me."

Behind Reeves, the first ten was filled out by Jim Hettinger, Irwin, Tyce Carlson, Steve Barth, Jack Runyon, and Perry Younce.

Runyon's finish earned him his second American Dairy Association of Indiana IRP Rookie Award.

Heat races were won by Bliss, Tony Stewart, Younce, and Irwin, while Drinan won the semi-feature.

Bliss came from the tail of the first heat to take the lead in just over two laps, and covered the eight laps in 2:54.81 (113.019) to break the previous track record for the distance, which had been set in 1991 by Eric Gordon.

The only serious incident of the night occurred on the sixth lap of the semi, when Bill Baue lost control on the backstretch and slid into the infield before flipping several times back out onto the track in the third turn. The car was virtually destroyed, but Baue was conscious and alert. He was transported to Methodist Hospital for X-rays and observation as a precautionary measure.

Feature: K. Nichols, M. Bliss, J. Parsons, S. Reeves, J. Hettinger, K. Irwin, T. Carlson, S. Barth, J. Runyon, P. Younce, C. Leary, A. Pierce, A. Michner, M. Kenyon, Tr. Hines, M. Hurst, P. Jones, D. Drinan, Te Hines, T. Stewart, B. Gerster, J. Howerton.

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Rookie Randy Tolsma Emerged As Winner In An Outstanding Feature Race On Saturday, June 19

Coming into the fourth event of the 1994 Clark Racing Series at Indianapolis Raceway Park on Saturday, June 19, there probably weren't many people who thought that the action could approach that seen in the previous appearances of the Copenhagen/Skoal Racing USAC Midgets on the fast .686-mile paved oval.

Wrong!!!

After a battle which saw the lead change hands four times on one lap, Randy Tolsma of Meridian, Idaho beat Mike Bliss to the checkered flag and became the first driver to win a feature at IRP while flying a yellow rookie flag.

Tolsma, starting on the outside of the front row, took the lead at the drop of the green flag for the 30-lap main event, and was in front until Bliss, who had qualified second fastest, went by on the inside coming off the second turn on the fifth lap. Bliss appeared ready to simply check out at that point, steadily pulling away until he had a lead of more than a straightaway at the ten-lap mark. However, the race's only caution flag, which came out after 11 laps, stopped his runaway and eliminated two front runners.

Tolsma was still running second, having his hands full with Kenny Irwin and Dan Drinan, and the situation came to a head as they entered the first turn on the 12th lap. Drinan made a move to the low side of Irwin and lost control, his spinning car being struck by that of Kenneth Nichols.

"I was trying to get past Irwin, and he was trying to get by somebody else," Drinan explained. "I didn't come here to run second, so I made a move and got sideways, then somebody drilled me."

When the field took the green flag again, the complexion of the race had changed completely. Suddenly, Tolsma was applying all kinds of pressure to Bliss, challenging for the lead in every corner. He made his first really strong move on the 19th lap, when he dropped inside coming off the fourth turn and actually led by about a foot across the start-finish line, but Bliss got back in front and held on to the lead for another three laps, before one of the most remarkable two-car battles ever seen on the IRP oval had everyone in the crowd of about 7,500 on their feet.

On the 22nd lap, Tolsma went to the inside again going into the first turn and got in front, only to have Bliss return the favor in the third and fourth turns and retake the lead. In the first and second turns of the next lap, they traded the lead twice, each time with one car slipping high and the other going under.

Bliss seemed to take control heading into the third turn, but then slid high and Tolsma took over for good coming off the fourth corner on the 23rd lap.

By the time the checkered flag fell, he was about a straightaway in front.

"After Mike went by me early, it seemed like he just checked out," Tolsma said in the IRP Winner's Circle. "I was just trying to keep the tires cool and maybe have enough for the finish. After the yellow, I seemed to be a little quicker than Mike. It was really fun racing with him, the way we were trading the lead."

"I picked up a little push," Bliss said, "and I just couldn't hold him. He was too much for us tonight."

Drinan whipped around the big oval in 21.180 seconds, and average speed of 116.601 mph in qualifications, breaking the record of 21.194

set by Jeff Gordon in August of 1990.

A new record was also established in the second heat race, won by Fox, who covered the distance in 2:53.72 (113.728).

Feature: R. Tolsma, M. Bliss, S. Reeves, A. Michner, C. Leary, S. Fox, M. Kenyon, J. Parsons, B. Gerster, T. Hines, C. Shultz, R. Koch, K. Irwin, M. Hurst, B. Severs, J. Murphy, D. Drinan, K. Nichols, P. Younce, T. Carlson, T. Stewart, J. Hettinger.

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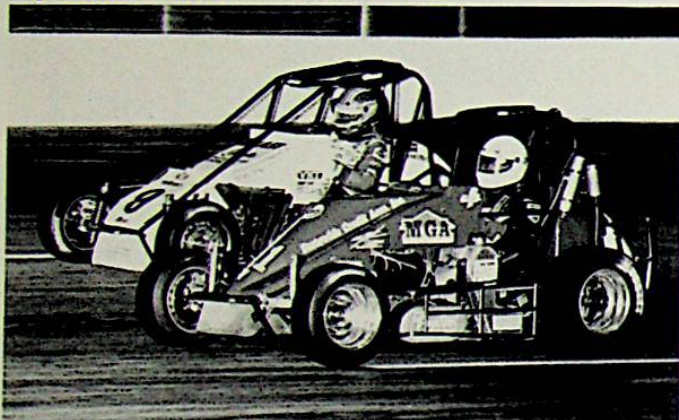
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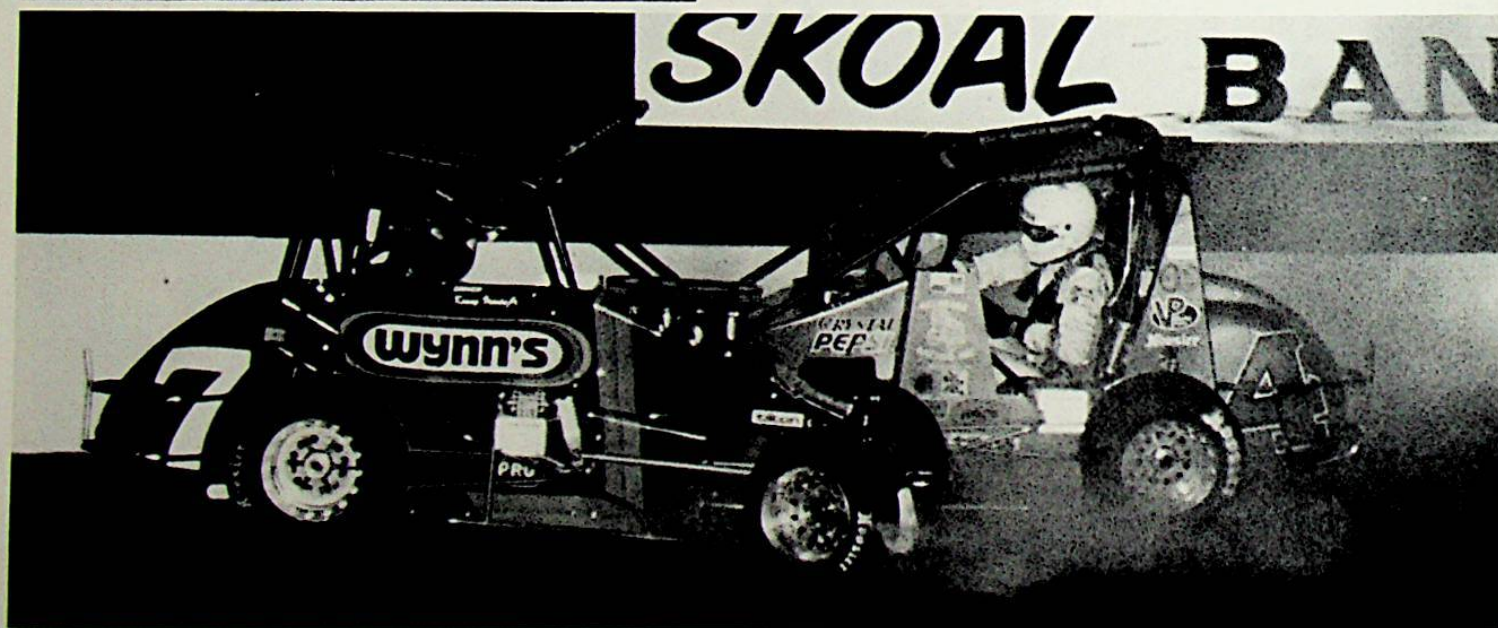


Racers of all kinds enjoy the competition on IRP's fast oval. In the photo above, 1992 NHRA Winston Drag Racing Funny Car Champion Cruz Pedregon (left) discusses an upcoming Clark Racing Series feature with Stevie Reeves. Below, Reeves (9) battles with Johnny Parsons in the 30-lap main event.

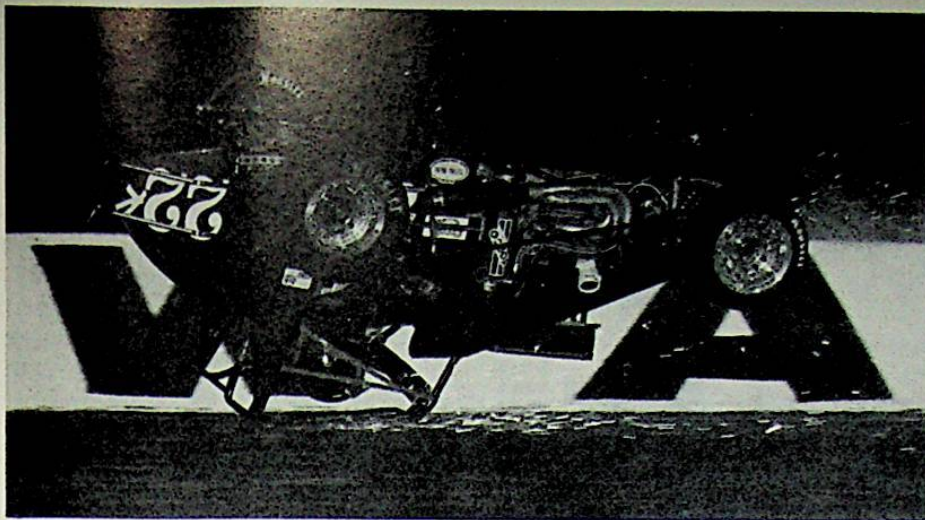


Danny Drinan looked as if he knew something no one else was aware of before he went out to qualify on June 19, 1993. He did - Drinan broke the track record with a 116.601 mile per hour lap, snapping the mark set back in 1990 by Jeff Gordon.

Scenes From 1993

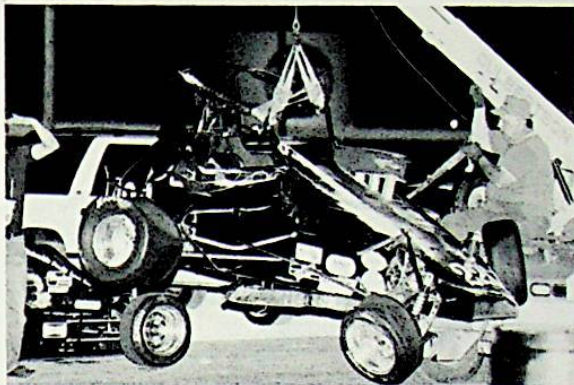


Sometimes, you just can't keep things from happening. This accident in one of 1993's Clark Racing Series programs eliminated two good drivers in two good cars - Kenny Irwin Jr. (7) and Tony Stewart. Both drivers went on to win later in the year, Stewart in the Mayflower Sprint Classic for the Loctite USAC Sprint Cars and Irwin in the Clark Mel Kenyon Classic for the Copenhagen/Skoal Racing USAC Midgets.

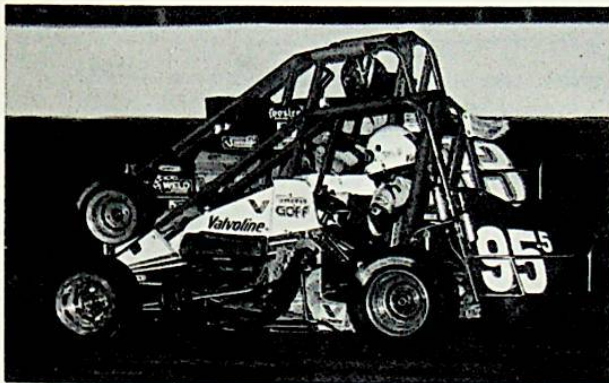


Doug Kalitta had an unhappy experience during a Clark Racing Series event last season, as the photo above clearly shows.

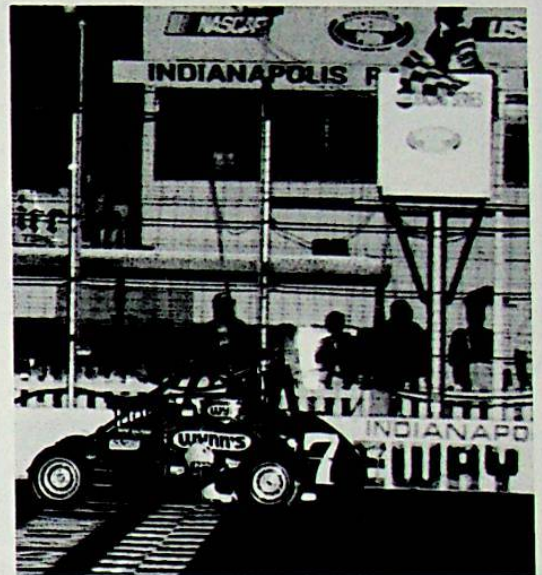
At right, IRP safety crews are shown loading the wrecked Kalitta Flying Services car.



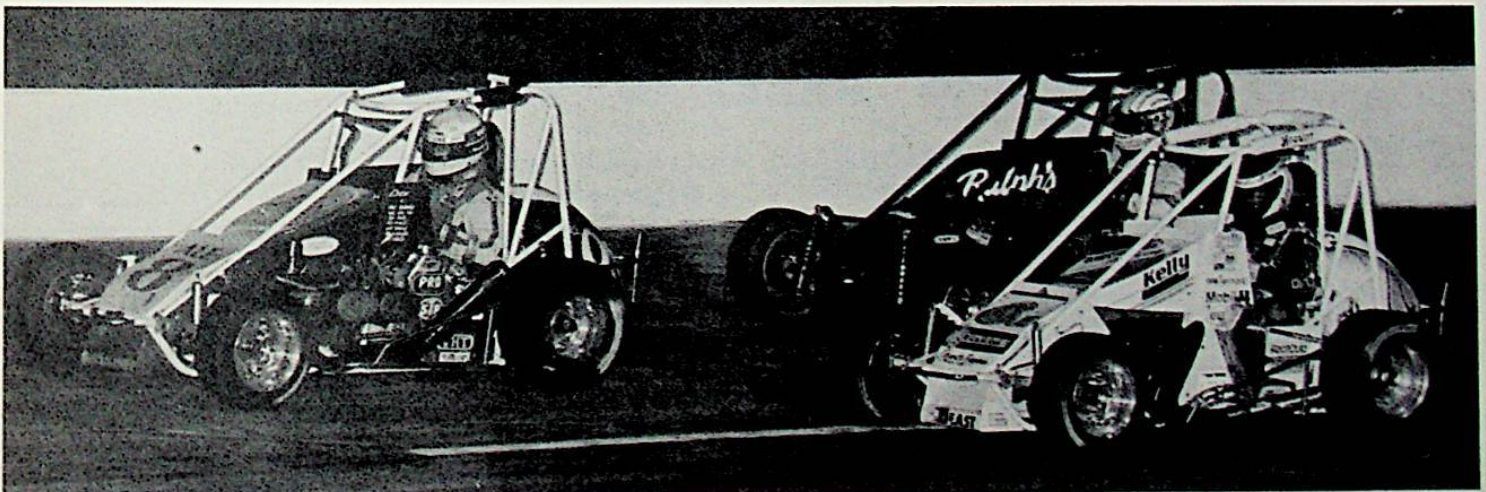
Mel Kenyon refuses to age - a USAC Midget career that began in August of 1961 just keeps rolling along, and Mel keeps on winning.



At left, Dan Driner picks up a position, moving around on the outside of Terry Goff during a 1993 Clark Racing Series feature on the Indianapolis Raceway Park oval.



Kenny Irwin Jr. flashes under Bill Carey's checkered flag, winning the 1993 Clark Mel Kenyon Classic.



Kenneth Nichols (8) had his hands full when this photo was taken - he was trying to hold off Mike Bliss on the outside, while Andy Michner was making a move to the inside.

The Starter's Flags...



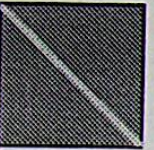
Green

The race has started.
Also means the course is clear.



Red

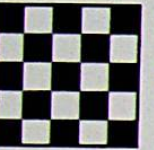
Race is halted.
Stop your car as quickly
as possible.



Blue

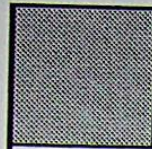
with Yellow or
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Jim Hettinger Had To Wait, But He Earned The Win In The 1993 Clark Racing Series Feature On July 10.

Reversing a decision made during the race, the United States Auto Club awarded first place in the Saturday, July 10 30-lap 1993 Clark Racing Series feature at Indianapolis Raceway Park to Jim Hettinger.

According to USAC officials, Hettinger, along with nine other competitors, had passed leader Johnny Parsons when Parsons nearly spun coming off the fourth turn of IRP's .686-mile oval on the 26th lap of the feature.

Two laps later, Kenny Irwin's spin in the fourth turn brought out the final caution flag of the race. Officials reverted the scoring to the lap previous to Parsons' miscue, which gave the lead back to him.

Following the restart, he led the rest of the way to the checkered flag, and subsequently accepted the trophy and went through post-race interviews. USAC officials decided to huddle for discussion following several vehement protests on the part of other competitors, one of which was Hettinger - contending that the caution flag was not displayed until the third time he crossed the start-finish line after passing Parsons.

After huddling for about 30 minutes, a decision was announced - Hettinger was declared the winner and the next nine finishers would be moved up one spot, with Parsons placed 11th.

Parsons had been blackflagged during a caution period after 22 laps when it was suspected that his car was leaking oil. After a quick inspection, officials sent Parsons back onto the track, and back into the lead.

Jim Hettinger (left) was congratulated by IRP General Manager Lex Dudas for running second last July 10, then USAC officials declared that he had won the 30-lap Clark Racing Series feature.

A crew member said later that the leak had been brake fluid, and that all the fluid was gone by the time he was blackflagged.

"I didn't have any brakes from about halfway on," Parsons said. "We must have cut a line or something."

The lack of brakes didn't keep him from holding off Hettinger in the final laps, however.

Hettinger had worked his way up from eighth starting position in his Volkswagen-powered car, and began pressuring Parsons a couple of laps before the leaders slipped in the fourth turn.

The evening's most serious incident occurred in the first heat, when Lynn Jacobs lost control of his car in the third turn and touched tires with Stevie Reeves.

Reeves' car was literally catapulted out of the track, doing a complete reverse spin in midair before being stopped by the catch fence.

After being extricated by the track safety crews, Reeves was transported to the IRP Treatment

Center, from where he was transferred to Methodist Hospital in Indianapolis for further evaluation.

He was complaining of neck and shoulder pain, track personnel said, but was otherwise alert during the extrication. He was admitted overnight at Methodist Hospital for observation.

Feature: J. Hettinger, M. Bliss, R. Tolsma, A. Michner, T. Carlson, P. Younce, M. Kenyon, T. Hines, C. Leary, J. Parsons, B. Gerster, K. Nichols, D. Drinan, C. Malone, M. Hurst, J. Sands, J. Runyon, J. Howerton, K. Irwin, S. Fox, B. Cicconi, S. Barth.



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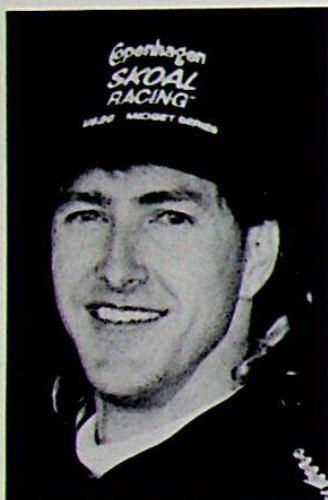
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Alexandria, Ind.



MIKE BLISS
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Indianapolis, Ind.



ROBBY FLOCK
City of Industry, Cal.



STAN FOX
Janesville, Wisc.



PHIL FRENCH
Indianapolis, Ind.



BRIAN GERSTER
Indianapolis, Ind.
Page 22



JIM HETTINGER
Mason, Mich.

Kenny Irwin Jr. Won The Clark Mel Kenyon Classic Feature And Wynn's Challenge For A \$12,000 Payoff

With an outstanding move in a tough situation, Kenny Irwin took the lead on the 34th lap and went on to win the 40-lap Clark Mel Kenyon Classic feature at Indianapolis Raceway Park on Saturday, August 21, collecting the biggest payoff in midget racing in the process.

The \$4,000 first place money was supplemented by the Wynn's Challenge award posted for the feature, making Irwin's total for the night \$12,000.

"Wynn's is our sponsor, but we got the bonus because they drew our starting position for the feature," Irwin commented. "This is just great. You don't see paydays like this in midget racing very often. The race itself was larger than the average purse, and that Wynn's money is just icing on the cake."

The three-car pack of leader Andy Michner, Irwin, and Stan Fox came up on several lapped cars as they went through the third and fourth turns of the IRP oval on the 33rd lap, and as they went down the front straightaway it appeared as if Irwin had been pinned behind the slow traffic and was falling back to third place.

As they went into the first turn, however, Irwin managed to find a clear path around the outside, and he came off the second corner in the lead.

He stayed there the rest of the way, while Fox got past Michner in the final laps to place second.

"I got lucky when we got into the heavy traffic," Irwin recalled of his pass for the lead. "I thought we were in trouble, but it just opened up for us, and we managed to hang on to it."

After being unable to catch Irwin, Fox said, "Kenny drove a great race. There was nothing wrong with our car - he just beat us fair and square."

Irwin's time for the 40 laps was 14:47.38, an average speed of 111.318 miles per hour and a new track record for the distance. The old record of 17:05.10 (96.363) was set in July of 1975 by Johnny Parsons.

Tony Stewart, starting on the outside of the pole, led the first twenty laps and held off several challenges by Mike Bliss before both faded, handing the lead over to Michner.

Fox took the lead on the 4th of ten laps to win the third annual Jack's Tool Rental Race of Champions, earning \$4,000 from the purse of \$10,000 for the ten-car dash.

After trying twice in the third and fourth turns, Fox went to the inside of Bliss in the first turn and made the pass stick as they moved onto the backstretch.

"I had an excellent car," Fox said later. "I think I scared Mike a little on that pass, but I scared myself the first time when I didn't make it."

Kenyon, in whose honor the race was named, appeared to have a starting spot in the feature solidly in hand while running second in his Deadline Dash, but lost an engine on the last lap and had to settle for giving the command to start engines.

He also graciously consented to participate in the winner's circle ceremonies, congratulating Irwin on his performance.

Feature: K. Irwin, S. Fox, A. Michner, J. Hettinger, M. Bliss, T. Stewart, S. Reeves, K. Nichols, B. Gerster, T. Goff, C. Leary, Te. Hines, R. Tolsma, M. Hurst, R. Johncox, J. Runyon, J. Murphy, J. Sands, J. Parsons, T. Carlson, Tr. Hines, P. Jones, B. Baue, P. Younce.



Kenny Irwin Jr. won the 40-Lap Clark Mel Kenyon Classic Feature last August, and accepted the trophy from Kenyon himself (left) and IRP General Manager Lex Dudas.

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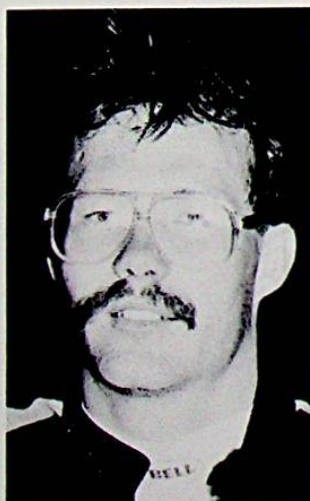
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CHRIS MALONE
Indianapolis, Ind.

American Dairy Association Of Indiana Once Again Sponsoring IRP Midget Rookie-Of-The-Year Award

For the second consecutive year, the American Dairy Association of Indiana will sponsor the IRP USAC Midget "Rookie of the Year" program on the Indianapolis Raceway Park oval again during the 1994 season.

A total of eight events are scheduled for the Copenhagen/Skoal Racing USAC Midgets at IRP this season, including the 49th annual Night Before the 500, five events in the Clark Racing Series, a combined appearance with the Loctite USAC Sprint Cars during the Sunoco Race Fuels Classic, and the second annual Clark Mel Kenyon Classic.

The association, which also sponsors an award for the fastest rookie qualifier for the Indianapolis 500-Mile Race, is again posting a special cash award of \$100 to be presented to the best finishing rookie driver in the Night Before the 500 feature, as well as the feature races in each of the Clark Racing Series.

A cash award of \$1,000 will be presented to the American Dairy Association/IRP Rookie of the Year, as decided on the basis of performance in the previous seven events, with the winner to be announced in pre-race activities at the Clark Mel Kenyon Classic.

"We are very happy that the American Dairy Association of Indiana will again be a part of our season at IRP during 1994," comments Lex Dudas, general manager of IRP. "In 1993, this award enhanced the competition considerably among the younger drivers, and their participation added to the stature of our events."

The seven races presented at Indianapolis Raceway Park's oval, Dudas pointed out, represent a higher total of national championship events in the Copenhagen/Skoal Racing USAC National Midget Series than are held at any other facility.

In 1993, Randy Tolsma of Meridian, Idaho became the first winner of the American Dairy Association IRP Midget "Rookie of the Year" award by posting a number of outstanding finishes, including an exciting victory in the Midget feature on Saturday, June 19.

He clinched the title with a third-place finish in the final event of the 1993 season in which points were tabulated.

Tolsma first showed up in the point standings after an 11th-place finish in the Budweiser Night Before the 500 on May 29.

He suddenly became a serious contender for the season-long competition in the fourth event of the 1993 Clark Racing Series on

Saturday, June 19, when he out dueled Mike Bliss to earn his first USAC feature win in a race televised live nationally by ESPN.

The fifth and final event in the Clark Racing Series was also the final one for rookie points, and Tolsma placed third in the 30-lap feature behind Jim Hettinger and Bliss, once again on national television.

That finish gave him a total of 70 points, as computed by United States Auto Club News Bureau Director Dick Jordan, just three ahead of second-place Chuck Leary.

Jack Runyon placed third with 43 points, followed by Perry Younce with 37 and Terry Goff with 28.

USAC's normal guidelines were followed in the awarding of points, which were awarded for all Copenhagen/Skoal USAC Midget Series events through July 10.

"Randy was a deserving winner," Dudas says, "and he proved just how good he is when he became the first rookie in several years to win a feature here."



First IRP Rookie Champion

Randy Tolsma (left) of Meridian, Idaho emerged as the winner of the first American Dairy Association of Indiana IRP Midget Rookie-Of-The-Year Award, and collected his trophy and check at the IRP Champions' Banquet in January.

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ANDY PIERCE
Bartlesville, Okla.



JACK RUNYON
Carmel, Ind.



TONY STEWART
Rushville, Ind.



RANDY TOLSMA
Meridian, Idaho
Page 26



PERRY YOUNCE
Canton, Mich.

Simpson Open Wheel Challenge Program Continues In USAC Events On IRP Oval For Third Straight Year

One of IRP's more innovative programs, the Simpson Open Wheel Challenge, returns in 1994 for a third year as a season-long competition involving all United States Auto Club open-wheel divisions at Indianapolis Raceway Park.

"It's a great pleasure for us to continue as a part of this program and as part of the Championship Racing programs at Indianapolis Raceway Park," comments Mike Guglielmucci, director of racing for Simpson Race Products of Torrance, Cal. "Over the past two years the challenge has gained considerable popularity among the competitors, and we enjoy being able to provide this type of incentive for them. It's our way to do something special for all of those racers who have made Simpson a leader in safety equipment and other racing products by purchasing and using them."

Lex Dudas, general manager of IRP, explains that the program again involves a \$5,000 point fund paid for outstanding season-long performance in USAC open-wheel events at Indianapolis Raceway Park.

"This program sets a premium on consistent performance in all types of USAC open-wheel cars which compete at IRP," Dudas says, "and we agree completely with Simpson. This program allows us to return something to the racers for their support in helping us make a success of our open wheel events and their presentation on ESPN's live national telecasts from our track."

The cash awards will be presented to the top five drivers at the 1994 IRP Champions' Banquet.

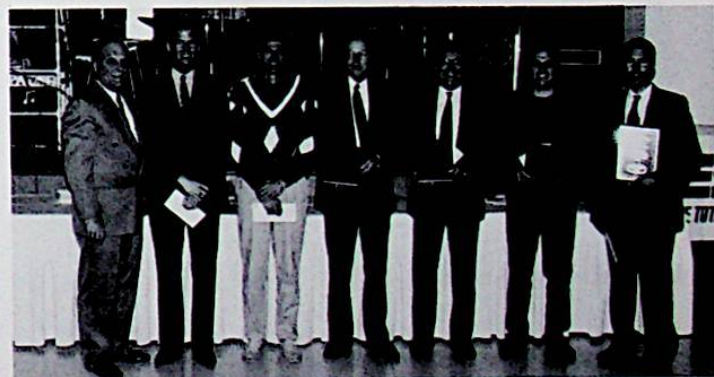
In addition to being the sponsor of the Simpson Open Wheel Challenge, Simpson Race Products has served as the official safety equipment manufacturer of Indianapolis Raceway Park since 1992.

The firm provides safety-related equipment and fireproof clothing for use by IRP's award-winning safety crew.

"It is a definite advantage for us to have a company like Simpson Race Products involved in our overall program," he notes.

1993 Simpson Open Wheel Challenge Final Point Standings

| <u>Pos.</u> | <u>Driver</u> | <u>Points</u> | <u>Pos.</u> | <u>Driver</u> | <u>Points</u> |
|-------------|---------------------|---------------|-------------|---------------------|---------------|
| 1. | Mike Bliss | 74 | 24. | Tray House | 5 |
| 2. | Stevie Reeves | 39 | | Jim Keeker | 5 |
| 3. | Johnny Parsons | 38 | | Chuck Leary | 5 |
| 4. | Kenny Irwin | 34 | | Kevin West | 5 |
| 5. | Andy Michner | 32 | 28. | Mike Andersen | 4 |
| 6. | Kenneth Nichols .. | 26 | | Chet Phillip | 4 |
| 7. | Jim Hettinger | 25 | 30. | Mark Alderson | 3 |
| 8. | Tony Stewart | 17 | | Steve Barth | 3 |
| 9. | Randy Tolsma | 16 | | Jeff Bloom | 3 |
| 10. | Stan Fox | 12 | | Marcello Gaffoglio | 3 |
| 11. | Donnie Adams | 10 | | Brian Gerster | 3 |
| | Clay Collier | 10 | | Doug Kalitta | 3 |
| | Eric Gordon | 10 | | Ron Shuman | 3 |
| | Jim Mahoney | 10 | | Perry Younce | 3 |
| 15. | Steve Butler | 9 | 38. | Dan Faucetta | 2 |
| | Jimmy Sills | 9 | | Jack Runyon | 2 |
| | Robbie Stanley | 9 | 40. | Tim Champlin | 1 |
| 18. | David DeSilva | 8 | | David Conyers | 1 |
| 19. | Tyce Carlson | 6 | | Dan Drinan | 1 |
| | Dave Durnwald ... | 6 | | Ted Hines | 1 |
| | Mel Kenyon | 6 | | Jeret Schroeder ... | 1 |
| | Sam Schmidt | 6 | | Dick St. John | 1 |
| | George Snider | 6 | | | |



Six of the top ten drivers in the 1993 Simpson Open Wheel Challenge were either present or represented at the IRP Champions' Banquet in January.

From left to right are IRP G.M. Lex Dudas; Randy Tolsma, ninth; Kenneth Nichols, sixth; George Tucker, representing Andy Michner, fifth; Johnny Parsons, third; Stevie Reeves, second; and Mike Bliss, the 1993 champion by an overwhelming margin.

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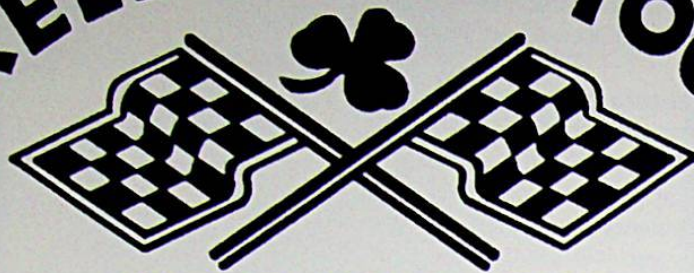
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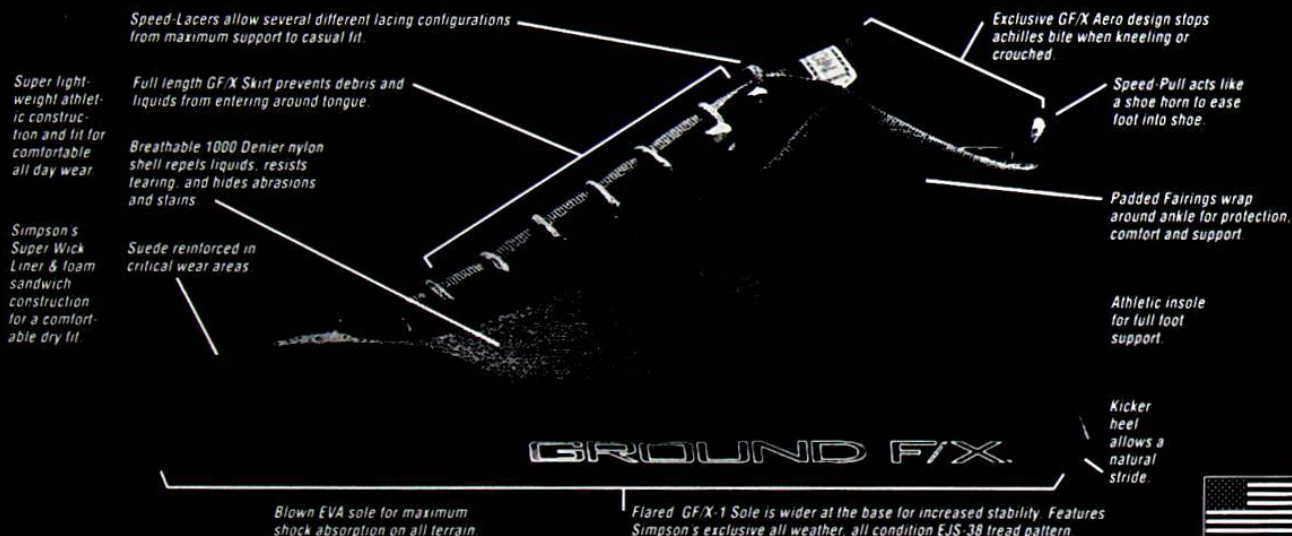
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Great Western Boot Company Continues Award Program For 1993 With Stetson Hats

After presenting a quality pair of western boots to the fast qualifier in Copenhagen/Skoal Racing USAC Midget Series events at Indianapolis Raceway Park for the past three years, the Great Western Boot Company has shifted its emphasis from the feet to the head.

The firm's new "Tip of the Hat" award represents over \$3,100 in cash and merchandise to be presented directly to competitors.

A high-quality Stetson hat will be awarded at each USAC Midget event to the driver showing the most skill, driving savvy, or determination during the heat race events.

The recipient will be chosen by a panel made up of the IRP management and announcing staff.

At the conclusion of the season, a \$1,000 cash award will be presented to the driver who wins the most heat races during USAC Midget races at IRP during the 1994 campaign, and up to five Stetson hats will be presented to members of the driver's crew.

The USAC Midgets will compete eight times at IRP in 1994, including five races in the Clark Racing Series, the 49th annual Miller Genuine Draft Night Before the 500, a combined event with the USAC Sprint Cars in the Sunoco Race Fuels Classic, and the Clark Mel Kenyon Classic.

In addition to the midget awards, Stetson hats will be presented to the fast qualifier for the Yellow Cab 100, featuring the True Value USAC Silver Crown Series; and as well to the fast qualifier for the Kroger NASCAR 200 for the Busch Grand National Series. on Friday, August 5.

"This is just another example of our sponsors being the type of people who want to see benefits passed on to the competitors," explains Lex Dudas, general manager of IRP. "Needless to say, we're happy that Great Western Boot Company is continuing their involvement in our oval races."

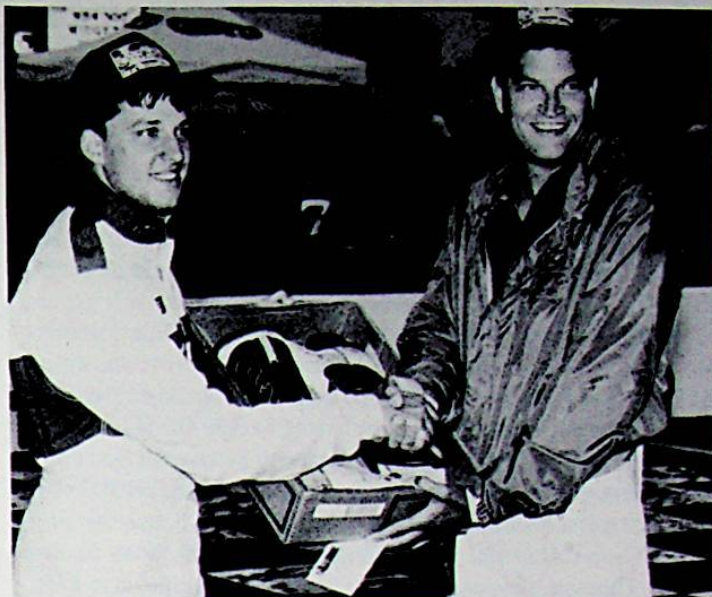
Great Western's involvement came about through the company's association with Mike Hurst, owner and driver of a car in the Copenhagen/Skoal USAC Midget Series. The company sponsors Hurst's car, and had a desire to become more involved in a way which would benefit competitors.

"The company has been very enthusiastic about it from the start," Hurst comments, "and IRP has also been a big supporter of their involvement, because Lex Dudas and his people are very strong on anything that gives something back to the racers. I don't think the average racer realizes that there are promoters like that."


As a result, the value of boots awarded to competitors over the past four seasons was over \$10,000.

"This is the kind of involvement we really like to see, and the kind we have been hoping for," Dudas adds. "Sponsors are a vital part of every event, of course, and without them we wouldn't be able to present some of our races. However, it's important that a certain amount of it go to the racers, and that's what is so nice about the Great Western Boot Company program. And, from personal experience in talking to the racers when we presented the boots, we know that they really appreciate it. Maybe all racers are just cowboys at heart, and we're sure the same thing will apply to the hats."

The Great Western Boot Co. is located at 96th and Keystone in Indianapolis, just north of I-465.



One of the drivers who received the Great Western Boot Co. Fast Qualifier Award last year was Tony Stewart (above), accepting his boots from IRP Marketing Director Scott Simpson at a USAC Midget event.



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Unique Plan Will Benefit Racers...

Twenty-Two Companies Taking Part In IRP Oval Contingency Program For USAC Races

A total of twenty-two companies which supply equipment to racers have chosen to take part in a special contingency fund program for USAC open wheel events during the 1994 season on the .686-mile paved oval at Indianapolis Raceway Park.

The program, initiated by IRP, consists of \$50.00 awards to the winner of a feature race, contingent upon display of the companies' decals and use of their products, except for one posting which awards \$100 to the winner and \$50 to second place.

Winners of Copenhagen/Skoal Racing USAC National Midget Series feature races can earn up to \$700 in the first two events, and up to \$750 for the remainder of the season by displaying the proper decal and using the proper product. Winners of Loctite USAC National Sprint Car Championship events can win up to \$800 in the first event on May 14, and up to \$850 in the remaining three events, while those placing second can earn an extra \$50.

In the Yellow Cab 100 for the True Value USAC Silver Crown Series on Thursday, August 4, the winner can take home up to \$750 extra, with \$50 available for second place.

"We believe this is something of an innovative step, as contingency programs are normally placed in effect through sanctioning bodies," explained Lex Dudas, general manager of Indianapolis Raceway Park. "However, it was suggested to us by a company which supplies competition parts to racers, because of the popularity and exposure of

the USAC open wheel events on our oval track. We believe that popularity and exposure will increase significantly this season because of the many improvements we've made to the facility, and also because of these programs."

Companies participating with \$50 awards to the winners of feature races in all three series include DPI/Sierra Racing Components (brakes); Isky and Lunati (camshaft); Beast and Maxim (chassis); Stapp Racing Components (components); Gaerte and Shaver (engine build); Schoenfeld (headers); Indy Cylinder Head (porting & polishing); C-Line Engineering (oil pan); Total Seal (piston rings); Outerwears (pre-filters); Lee Manufacturing (steering gear and pump); Schroeder (steering wheel and adapter hub, torsion bars); Racequip (uniform); Waterman Racing Components (fuel pump); and Weld Wheels (wheels).

Barnes Oil Systems (oil pump) will post \$50 for the winner of features in all three series beginning with the Miller Genuine Draft Night Before the 500.

For features in Sprint Cars and Silver Crown only, Hamburger's Oil Pans will post \$100 for the winner and \$50 for second place.

In addition, posting \$50 for feature winners in Sprint Cars only are SuperTrapp (muffler) and Sweet Manufacturing (steering wheel and adapter hub).

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Jack's Tool Rental Race Of Champions Will Continue For Fourth Year In 1994

For the fourth consecutive year, Jack's Tool Rental of Carmel, Ind. will be the sponsor of the Race of Champions in 1994. Again this year, the event will be part of the Mel Kenyon Classic for the Copenhagen/Skoal Racing USAC Midgets, scheduled for Thursday evening, August 18.

"The support of our sponsor has made it possible for the Jack's Tool Rental Race of Champions to become part of IRP's history and tradition," comments Lex Dudas, general manager of Indianapolis Raceway Park. "Jack's Tool Rental and its sister firm, PartyTime Rental, are involved in a number of events at our facility, providing equipment for our use as well as supplying tents and other necessary items for our hospitality functions. In addition, Gary Runyon, the owner of both companies, is a very ardent support of all types of auto racing."

The Jack's Tool Rental Race of Champions, which in 1991 saw an elite eight-car field compete in an eight-lap race for a total purse of \$8,000, was expanded in 1992 to ten cars, ten laps, and \$10,000. Reason for the expansion was the fact that the Clark Racing Series, in which competitors earn starting spots in the event, was expanded to five programs that year.

Stevie Reeves was the winner of the first Jack's Tool Rental Race of Champions in 1991, with Doug Kalitta taking the title in 1992 and Stan Fox going under the checkered flag first last year.

It was a particularly satisfying victory for Fox, as he was also the driver of the Jack's Tool Rental car in the True Value USAC Silver

Crown Championship Series.

Also, Fox was one of the first qualifiers for the inaugural Jack's Tool Rental Race of Champions, and has been a strong supporter of the concept since it was first announced.

Qualifying criteria for the event have not changed - drivers will earn starting positions in the Jack's Tool Rental Race of Champions through the regular events in the Clark Racing Series. The fast qualifier and the feature winner in each program automatically make the field for the race, with alternates chosen by a predetermined formula if either has already qualified.

Starting positions will again be determined by the Hoosier Racing Tire Draw immediately prior to the event. Drivers will determine their own starting spots by drawing billiard balls from a Hoosier Racing Tire at the start-finish line as part of the pre-race ceremonies.

Spicing the event last year was the introduction of a new pace "car" for the 10-lap race. Runyon brought his Humvee military-type vehicle, complete with mounted 50-caliber machine gun, to bring the field of ten cars down to the green flag.



Indianapolis 500 veteran Stan Fox loves midget racing, particularly at Indianapolis Raceway Park, and he's never been happier than he was last August after winning the 10-Lap, \$10,000 Jack's Tool Rental Race of Champions during the Clark Mel Kenyon Classic program.

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IRP .686-Mile Oval One-Lap Track Records

(Established in official qualifications)

| Sanction | Type Car | Driver | Date | Time | Speed |
|----------|----------------|-----------------|----------------|--------|---------|
| ARCA | Stock Car | Lee Raymond | July 7, 1980 | 24.450 | 101.086 |
| ASA | Stock Car | Bob Senneker | June 10, 1989 | 21.964 | 112.439 |
| | Gran Marque | Ken Harrison | Sept. 26, 1987 | 24.161 | 102.214 |
| IMCA | Modified | David Bice | July 2, 1992 | 23.890 | 103.374 |
| NASCAR | Grand National | Ward Burton | August 2, 1991 | 22.346 | 110.516 |
| | Modified | Mike McLaughlin | May 13, 1989 | 20.994 | 117.634 |
| SCCA | Formula Ford | Greg Gray | May 26, 1982 | 22.814 | 108.249 |
| | Super Vee | Mark Smith | May 27, 1989 | 19.581 | 126.122 |
| USAC | Midget | Dan Drinan | June 19, 1993 | 21.180 | 116.601 |
| | Sprint Car | Jeff Gordon | June 9, 1990 | 20.268 | 121.847 |
| | Silver Crown | Rich Vogler | July 8, 1989 | 20.868 | 118.344 |
| | Formula 2000 | Craig Taylor | May 23, 1992 | 21.254 | 116.195 |
| | Stock Car | Joe Ruttman | August 3, 1980 | 23.850 | 103.847 |

Speed Conversion Chart for IRP .686-Mile Paved Oval

| Time | Speed | Time | Speed | Time | Speed |
|-------|---------|-------|---------|-------|---------|
| 19.00 | 129.979 | 21.10 | 117.043 | 23.20 | 106.448 |
| 19.10 | 129.298 | 21.20 | 116.491 | 23.30 | 105.991 |
| 19.20 | 128.625 | 21.30 | 115.944 | 23.40 | 105.538 |
| 19.30 | 127.959 | 21.40 | 115.402 | 23.50 | 105.089 |
| 19.40 | 127.299 | 21.50 | 114.865 | 23.60 | 104.644 |
| 19.50 | 126.646 | 21.60 | 114.333 | 23.70 | 104.203 |
| 19.60 | 126.000 | 21.70 | 113.806 | 23.80 | 103.765 |
| 19.70 | 125.360 | 21.80 | 113.284 | 23.90 | 103.331 |
| 19.80 | 124.727 | 21.90 | 112.767 | 24.00 | 102.900 |
| 19.90 | 124.101 | 22.00 | 112.255 | 24.10 | 102.473 |
| 20.00 | 123.480 | 22.10 | 111.747 | 24.20 | 102.050 |
| 20.10 | 122.866 | 22.20 | 111.243 | 24.30 | 101.630 |
| 20.20 | 122.257 | 22.30 | 110.744 | 24.40 | 101.213 |
| 20.30 | 121.655 | 22.40 | 110.250 | 24.50 | 100.800 |
| 20.40 | 121.059 | 22.50 | 109.760 | 24.60 | 100.390 |
| 20.50 | 120.468 | 22.60 | 109.274 | 24.70 | 99.984 |
| 20.60 | 119.883 | 22.70 | 108.793 | 24.80 | 99.581 |
| 20.70 | 119.304 | 22.80 | 108.315 | 24.90 | 99.181 |
| 20.80 | 118.731 | 22.90 | 107.843 | 25.00 | 98.784 |
| 20.90 | 118.163 | 23.00 | 107.374 | | |
| 21.00 | 117.600 | 23.10 | 106.909 | | |

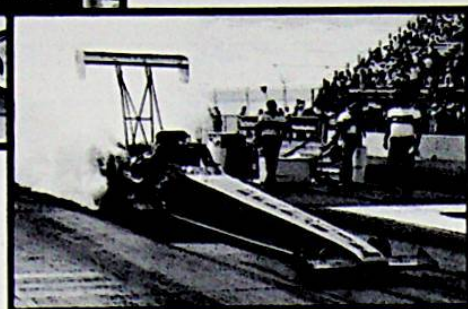
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A nationwide network of almost 200 tracks produces over 3,500 events annually, and more than 500,000 men and women participated in NHRA events every year. The regional races and national championship events which comprise the NHRA Winston Drag Racing Series attract more 6.5 million spectators each year.

NHRA is the only drag racing sanctioning body which speaks for America in the world of auto racing, with a seat on the Automobile Competition Committee of the United States (ACCUS), this country's arm of the international governing body - the Federation International l'Automobile (FIA).

With the experience gathered through the years and farsighted planning, NHRA's professionals are the acknowledged experts in organizing, promoting, and marketing championship drag racing events.

NHRA, under the leadership of founder and then-president Wally Parks, now the chairman of the board of directors, literally created championship drag racing. The sport was nurtured by NHRA from its beginnings and its early development from an activity which began on the desolate salt flats of Utah and the dry lakes of the California desert.

Parks and his associates recognized America's fascination with speed and its passion for technology, and established the guidelines for organized drag racing. Their efforts standardized the quarter-mile as the measure of performance, and created the structure which made drag racing a safe, yet exciting, form of competition.

Thoughtful planning and dedicated leadership laid the foundations for the sport's rapid growth as NHRA wrote the rules and procedures which govern the sport. Since the earliest days of the sport, NHRA has provided the leadership which was essential for drag racing's continued development. NHRA instituted safety regulations, technical inspections, track standards, and insurance programs which provided a framework for championship drag racing's future growth.

Interest in drag racing mushroomed in the 1960s, encouraged by Detroit's "musclecar" era. NHRA kept pace with the changing times, establishing a technical services department and creating a system of divisional offices in seven geographic regions.

The sport accelerated in the 70s as more races appeared on the national event schedule. NHRA and Winston joined forces in 1975 to create a championship points fund which now exceeds \$1 million per season.

NHRA Winston Drag Racing has matured and continued to prosper the 90s.

With the guidance of President and Chief Operating Officer Dallas Gardner, NHRA's staff of professionals oversees every aspect of the sport.

A new generation of stadium-style "supertracks," expanded television coverage, and comprehensive marketing services have propelled NHRA into the forefront of motorsports.

One of the more exciting activities on the part of NHRA has been the acquisition of facilities in order to further promote and expand the sport. The company now owns four tracks in addition to Indianapolis Raceway Park - Gainesville Raceway at Gainesville, Fla.; Bakersfield Raceway at Bakersfield, Cal.; State Capitol Dragway at Baton Rouge, La.; and Atlanta Dragway at Commerce, Ga.

In an administrative change earlier this year, all five tracks which

are the property of the organization were brought into the same department, that of NHRA-Owned Race Tracks. Lex Dudas, IRP's general manager, was appointed as the group general manager, and is now responsible for the administration of all five facilities. Dudas served as director of the Southeast Division for twelve years before becoming IRP's general manager prior to the 1992 season, and is familiar with the operation of the other four tracks as well as Indianapolis Raceway Park.

Also, NHRA has held a long-term lease for drag racing activity on the L.A. County Fairgrounds since the early 1960s, and over the 1992-93 winter spent more than \$3 million on improvements which included a new, modern grandstand and a state-of-the-art tower.



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| 6 T | Jeff Snelling Speedway, Ind. | Indy Karts, American Legion | Subaru | SEA Racing Speedway, Ind. |
| 6 X | | Ralph's Muffler & Brake Shops | Potter V6 | Ralph Potter Indianapolis, Ind. |
| 7 | Tyce Carlson Indianapolis, Ind. | State Bail Bonding | Gaerte | Tyce Carlson Indianapolis, Ind. |
| 7 A | Tracy Hines New Castle, Ind. | BETH Racing | Pontiac 164 | Corky Wheeler Beaumont, Tex. |
| 7 M | Mike Mason Wilmington, Ohio | Liberty Farms, Mac D's Pub | Gaerte 165 | Jean Mason Wilmington, Ohio |
| 7 R | Jack Runyon Carmel, Ind. | Jack's Tool Rental, PartyTime Rental, M.J. Miller | Runyon V8 | Gary & Jackie Runyon Carmel, Ind. |
| 7 X | Jim Keeker Cicero, Ind. | Jack's Tool Rental, PartyTime Rental M.J. Miller | Buick V6 | Gary & Jackie Runyon Carmel, Ind. |
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| 9 L | Mike Bliss Milwaukie, Ore. | Performance Racing Industry, Gaerte, Beast | Gaerte | Steve Lewis South Laguna, Cal. |
| 9 P | Brett Pool Crawfordsville, Ind. | Pool's Home Center | Pontiac 166 | Dan Pool Crawfordsville, Ind. |
| 9 X | Davey Hamilton Boise, Idaho | | Van Dyne 162 | E.D. Shefanik Puyallup, Wash. |
| 10 | Jeff Sands Brook, Ind. | Valvoline, Scott Paper, Indy Metal Polish | Gaerte 151 | Jeff Sands Brook, Ind. |
| 10 S | Chris Shultz Wanamaker, Ind. | Haartje Electric, Bye Bye Bug, Split Fire | Pontiac | Dan Shideler Indianapolis, Ind. |
| 11 | Lynn Jacobs Berthoud, Colo. | Streicher Hawk | Gaerte 163 | Lynn Jacobs Berthoud, Colo. |
| 12 | Dale Ballinger Bloomington, Ill. | McLean County Asphalt Co. | Volkswagen 162 | Dale Ballinger Bloomington, Ill. |
| 14 B | Steve Barth Alexandria, Ind. | Advanced Racing Suspensions | Gaerte | Bobby Barth Alexandria, Ind. |

COPENHAGEN SKOAL RACING™

usac national midget series

| No. | Driver & Hometown | Sponsors | Engine & Size | Entrant & Hometown |
|------|-------------------------------------|--|-------------------|--|
| 20 | Michael Lang Indianapolis, Ind. | Stebbins Aviation, Garcia Engineering | Pauter VW 166 | Jackson Racing Louisville, Ky. |
| 21 G | Brian Gerster Indianapolis, Ind. | Model Mold, Russ Dellen Chevrolet | Gaerte 165 | Bill Gerster Indianapolis, Ind. |
| 21 S | Don Schilling Ypsilanti, Mich. | Kalitta Air Ambulance | Pontiac 163 | Kalitta Flying Service Ypsilanti, Mich. |
| 24 | Ted Hines Indianapolis, Ind. | B.C. Racing | Pontiac 163 | B.C. Racing Cincinnati, Ohio |
| 27 | Mike Bymaster Indianapolis, Ind. | Hooker Engines, Valvoline | Pontiac | Mike Bymaster Indianapolis, Ind. |
| 30 | Chuck Leary Greenfield, Ind. | Leary Construction, Comet Karts, Monroe Custom Bodies | Gaerte 151 | Dan Leary Greenfield, Ind. |
| 41 | Mike Schiesel Clairmore, Okla. | National Fleet Supply, Schloot Furniture | Gaerte 165 | Eddie Griffith Indianapolis, Ind. |
| 44 | Bill Baue Indianapolis, Ind. | Leaders Edge Inc. | Potter V6 166 | Scott Baue Indianapolis, Ind. |
| 51 | Perry Younce Canton, Mich. | Autocraft, RJS Safety Equipment | Autocraft Gaerte | Gary Mullins Lambertville, Mich. |
| 51 D | Jerry McPherson Greenfield, Ind. | La Bombas, Don's Garage | Fontana | Don Schurick Greenfield, Ind. |
| 61 | Mel Kenyon Lebanon, Ind. | Car-X Muffler & Brake, Waste Management of Indianapolis | Gaerte | 3-K Racing Lebanon, Ind. |
| 61 H | Randy Tolsma Meridian, Idaho | Spies Hecker, Red Line Oil Anthony's North Inc. | Pontiac | Gary Howard Santa Rosa, Cal. |
| 66 | Dick St. John Milwaukee, Wisc. | 3-K Racing Enterprises | Volkswagen 166 | 3-K Racing Lebanon, Ind. |
| 71 | | American Racing, Bosch | Ford 163 | Sports VIPs Torrance, Cal. |
| 91 | Mike Hurst Indianapolis, Ind. | Castleton Square Chiropractice, Pepsi, Chicago's Pizza | Gaerte 164 | Mike Hurst Indianapolis, Ind. |
| 04 | Richard Warns Indianapolis, Ind. | Pennzoil, Warns Racing | Volkswagen 150 | Richard Warns Indianapolis, Ind. |
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1994 Simpson Open Wheel Challenge - Standings through Saturday, May 21

| | Driver | Mid 5/14 | Spr 5/14 | Mid 5/21 | Total |
|-----|-----------------|----------|----------|----------|-------|
| 1. | Tony Stewart | 11 | 6 | 9 | 26 |
| 2. | Mike Bliss | 8 | 11 | | 19 |
| 3. | Brian Gerster | 2 | | 10 | 12 |
| 4. | Ted Hines | 4 | | 6 | 10 |
| 5. | Eric Gordon | | 8 | | 8 |
| | Chuck Leary | 3 | | 5 | 8 |
| | Kenneth Nichols | 5 | | 3 | 8 |
| 8. | Page Jones | 6 | | | 6 |
| 9. | Tony Elliott | | 5 | | 5 |
| 10. | Jim Hettinger | | | 4 | 4 |
| | Kevin Thomas | | 4 | | 4 |
| 12. | Brian Tyler | | 3 | | 3 |



NATIONAL CHAMPIONSHIP

POWERED BY



| No. | Driver/Hometown | Chassis | Engine |
|-----|---|-----------------|-------------|
| 2 | Mike Andersen/River Vale, N.J. | Van Diemen RF93 | Elite |
| 3 | Lance Norick/Oklahoma City, Okla. | Swift DB5 | Farley |
| 5 | Tony Marks/Napoleon, Ohio | Swift DB6 | Dixon |
| 6 | John Rutherford IV/Fort Worth, Tex. | Swift DB6 | Farley |
| 7 | Michael Fitzgerald/Willistown, Pa. | Van Diemen RF94 | Star |
| 8 | Jon Groom/Boonton, N.J. | Reynard SF89 | Farley |
| 9 | Duncan Dayton/Dover, Mass. | Van Diemen RF94 | Star |
| 15 | John Calcott/Rockford, Ill. | Van Diemen RF93 | Quicksilver |
| 18 | Clay Collier/Sachse, Tex. | Van Diemen RF94 | Farley |
| 19 | Danny Faucetta/New York, N.Y. | Van Diemen RF94 | Quicksilver |
| 20 | Ken Stiver/Avon, Ind. | Citation | THE |
| 21 | David Burkett/Corpus Christi, Tex. | Van Diemen RF94 | Clem |
| 22 | Steve Kelton/Surfside, Fla. | Van Diemen RF91 | Quicksilver |
| 23 | Chris Oddo/Fallbrook, Mass. | Swift DB6 | Bettendorf |
| 24 | Chris Ronson/Modesto, CA | Swift DB6 | Rust |
| 25 | Larry Vatri/Canal Winchester, Ohio | Swift DB6 | Quicksilver |
| 26 | Ron Ignatowski/Milford, Conn. | Reynard SF88 | Quicksilver |
| 28 | Matt Connolly/Easton, Pa. | Swift DB6 | L&B |
| 29 | John Goss/Syracuse, N.Y. | Reynard SF87 | Ivey |
| 31 | Rick Costin/Upper Arlington, Ohio | Swift DB6 | Ivey |
| 32 | Howard Katz/New York, N.Y. | Vector | Quicksilver |
| 33 | John Renda/Des Moines, Iowa | Swift DB6 | Farley |
| 35 | Jeff Beck/Libertyville, Ill. | Reynard SF88 | Elite |
| 37 | Mark Feller/LaHabra Heights, Cal. | Swift SE | Bettendorf |
| 40 | Jonathan Clues/Surrey, England | Swift DB6 | Farley |
| 44 | Joe Apuzzo/Pleasantville, N.Y. | Van Diemen RF93 | Quicksilver |
| 46 | Gary Swanander/Wainscott, N.Y. | Van Diemen RF93 | MWE |
| 51 | Dan Seledic/Richardson, Tex. | Swift DB6 | Clem |
| 66 | Aaron Hsu/Palo Alto, Cal. | Swift DB6 | Farley |
| 68 | Chris Miles/New Albany, Ind. | Swift DB6 | Farley |
| 70 | Steve Hickman/Dallas, Tex. | Van Diemen RF93 | Clem |
| 71 | Bob Layman/Redford, Mich. | Van Diemen RF93 | Quicksilver |
| 74 | Jim Bryant/Scottsdale, Ariz. | Swift DB6 | Ivey |
| 76 | Lowrence Connor/Spring Valley, Ohio | Van Diemen RF92 | Elite |
| 80 | Mark Dismore/Greenfield, Ind. | Citation | Farley |
| 81 | Dale Moore/Chandler, Ariz. | Swift DB6 | Loyning |
| 83 | Thomas Migliaccio Jr./Colchester, Conn. | Crossle 71F | (n/a) |
| 87 | Kevin West/Shelby Township, Mich. | Van Diemen RF94 | Ivey |
| 88 | R.R. Ketsch/Cincinnati, Ohio | Van Diemen RF88 | Farley |
| 94 | T.J. Dersch/Santa Cruz, Cal. | Van Diemen RF94 | Haselgren |
| 96 | Jeret Schroeder/Vineland, N.J. | Swift DB6 | Ivey |
| 99 | Allen May/Garland, Tex. | Van Diemen RF94 | Clem |
| 00 | Jim Guthrie/Albuquerque, N.M. | Swift DB6 | Farley |
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