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IRP Mission Statement

To provide world-class motorsports events and entertainment and to constantly upgrade facilities, procedures and image while serving the best interests of spectators, participants, sponsors, guests, and the National Hot Rod Association.

Objectives

- To strive for 100% customer satisfaction.
- To constantly upgrade efficiency in all areas of operation.
- To create events that are rewarding for participants and entertaining for spectators.
- To involve local and national companies in sponsorship programs which provide benefit to the sponsor and to spectators and participants.
- To become active in programs benefiting the Indianapolis community.
- To increase positive awareness locally and nationally.
- To implement programs to attract new customers individually and as groups.
- To make every IRP customer anxious to return to future IRP events.



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Nichols Picked Up Second 1996 Midget Win In 51st Annual Night Before The 500 At IRP

Kenneth Nichols grabbed his second victory of the 1996 USAC National Midget Series season in the 51st annual running of the Night Before the 500 at Indianapolis Raceway park last season.

Nichols got some breathing room in the final two laps when Doug Kalitta, who had been challenging strongly up to the final caution flag of the 50-lap feature. On the restart, Kalitta's midget jumped out of gear, and the driver recovered just in time to hang on to second place until the checkered flag.

Kalitta had actually taken the lead after 45 laps, only to lose it as Nichols came back strong.

The first yellow waved when Jimmy McCune had problems on the original start.

After ten laps, Kenny Irwin Jr. was in front, but slowed with problems and turned the point over to Nichols.

When the yellow came out again after Brian Gerster suffered

what appeared to be a blown engine, Irwin headed for the pits. He returned to the track at the tail of the field, and set about trying to charge to the front when the green flag was waved.

Gerster also got back in the race after his crew discovered the problem was a broken seal.

The last caution flag, which effectively stopped the Nichols-Kalitta battle, came when Chuck Leary and Michael Lang spun.

Tracy Hines was third behind Kalitta, with Mike Fedorcak, Andy Michner, Robby Flock, Jeff Sands, Chris Shultz, Ryan Newman, and McCune rounding out the top ten spots.

The Featherlite Trailers Fast Qualifier Award of \$150 also went to Nichols for his lap of 20.805 seconds and 118.702 miles per hour.

In the companion Formula Ford 2000 feature, Allen May took the lead from fast qualifier Steve Knapp on the 26th lap and led the rest of the way to win the 40-lap race. He was followed by Bruno Biachi and Jason Bright.

Duncan Dayton and Edwin Dasso won Formula Ford 2000 qualifying races.

Knapp's fast qualifying time was 21.576 seconds, for an average of 114.461 miles per hour.

Summaries

USAC National Championship Midget Series

Fast Qualifier: Kenneth Nichols, 20.805/118.702.

First Qualifying Race: Andy Michner, Chuck Leary, Ronnie Johncox, Mike Fedorcak, Jeff Sands.

Second Qualifying Race: Tracy Hines, Kevin Doty, Jimmy McCune, Dick St. John, Todd Domark.

50-Lap Feature: Nichols, Doug Kalitta, Hines, Mike Fedorcak, Michner, Robby Flock, Sands, Chris Shultz, Ryan Newman, McCune, Shane Scully, Steve Barth, Michael Lang, Leary, Domark, Russ Gamester, Andy Pierce, Doty, Nate Law, Kenny Irwin, St. John, Carl Olson, Johncox, Brian Gerster.

USAC/SCCA Formula Ford 2000 National Championship Series

Fast Qualifier: Steve Knapp, 21.576/114.461.

First Qualifying Race: Duncan Dayton, Ric Rushton, Matthew Sielski, Steve Djelebian, Buddy Rice, Ollie Besinger, Tim Richardson, Joaquin Desoto, Robert Wright, J. Michael Johnson, Michael Fitzgerald, Don Burgoon, Mark Noske, Jeff Horne.

Second Qualifying Race: Edwin Dasso, Kyle Konzer, Nick Holt, Jeffrey Smith, Peter MacLeod, Zak Morioka, Augie Pabst III, Tony Marks, Kim Windsor, Cory Witherill, Henri Najem.

40-Lap Feature: Allen May, Bruno Bianchi, Jason Bright, Andrew Bordin, Alex Barron, Sam Schmidt, Rushton, Richard Eanes, Larry Connor, Dayton, MacLeod, Desoto, Smith, Besinger, Windsor, Johnson, Djelebian, Scott Bradley, Rice, Knapp, Richardson, Pabst, Dasso, Konzer, Sielski, Holt, Morioka, Marks, Wright.



Kenneth Nichols was a study in concentration before being pushed off for the 50-lap USAC midget feature at the 51st annual Night Before the 500.

(John Best photo)

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Budweiser Night Before The 500 Is Part Of Indianapolis' May Tradition

Over the past half century, the Budweiser Night Before the 500 has become an integral part of the tradition which is May in Indianapolis.

It all began at the original 16th Street Speedway, which was located just across that street from the Indianapolis Motor Speedway, in 1946. The quarter-mile banked and paved oval was on the present site of a shopping center.

Two complete race programs were presented that first year, setting the pattern for multiple programs which continued until the last year of the original track, 1958.

Time trials, elimination heats, and a feature race were part of each program. The stands were cleared after each feature, but quickly filled again with race-hungry fans as soon as the gates were opened and tickets went on sale.

As many as three complete programs were held in a single night, with the final feature race often going under the checkered flag shortly before the gate-opening signal sounded at about 5:00 a.m. across the street.

The multiple programs reached a climax in 1956, when Clark (Shorty) Templeman won all three of the 100-lap main events.

In the early days, drivers who had qualified for the Indianapolis 500-Mile Race were sometimes seen competing in the "Night Before" program. Sanctioning officials soon took a dim view of this activity and prohibited it with a 24-hour no-racing rule. Even then, rumors circulated that some drivers with unfamiliar names competing in the midget program might also be seen the following day in the cockpits of championship cars under their more familiar handles.

With the passing of the original site, the program moved to the dirt quarter-mile track at the Kokomo Speedway in 1959,

then returned to pavement at the fifth-mile Indianapolis Speedrome in 1962.

It went back to Kokomo in 1967, then made its first appearance on the .686-mile paved oval here at Indianapolis Raceway Park in 1969. The one-mile dirt track at the Indiana State Fairgrounds became the site of the race in 1972 and 1973, before it came back to IRP in 1974 and remained until 1978.

After a year back at the Indianapolis Speedrome, the race returned to IRP as a permanent fixture in 1980, after the facility had been purchased by the National Hot Rod Association.

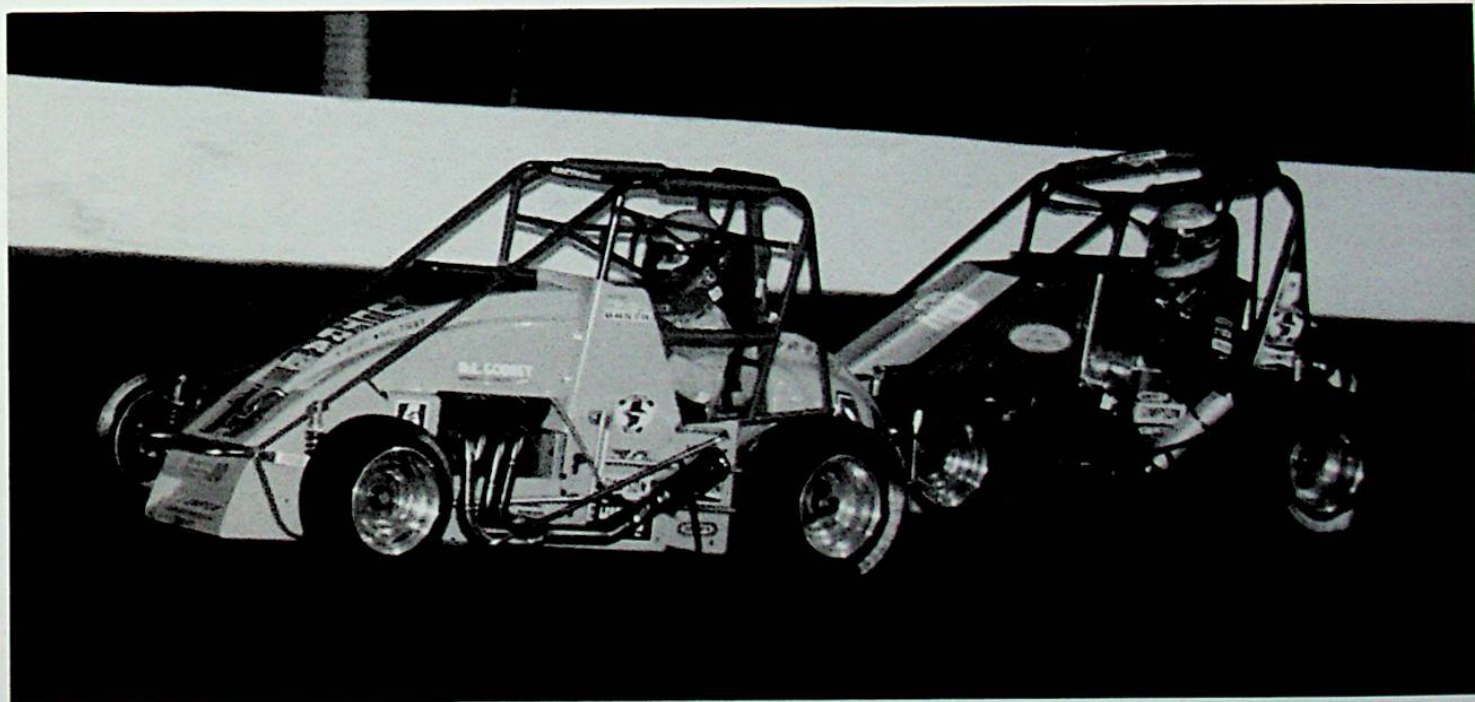
The event is regarded as one of the most prestigious on the United States Auto Club midget schedule by the drivers and crews, primarily because of the outstanding field which it draws and the large crowd which is on hand each year.

"There are three races every midget driver wants to win," says ESPN commentator Larry Rice, a former USAC National Midget Champion. "Those are the Turkey Night Grand Prix, the Belleville Nationals, and the Night Before the 500."

"Just to be here and make the feature with this group in front of all these people, knowing that all of them are knowledgeable racing fans, is something of an ego-builder as well as an accomplishment," one competitor said after a recent Budweiser Night Before the 500.

Perhaps the best comment came from the IRP Winner's Circle in 1988, as that year's champion, Jack Calabrese, was being interviewed.

"We've been running midgets for a number of years, and this race at this track was always the jewel in the crown we were after," he said. "We finally got it."



Steve Barth (14) held off eventual winner Kenneth Nichols in the early laps of the 50-lap feature for the USAC National Midget Series in last year's Night Before the 500 program.

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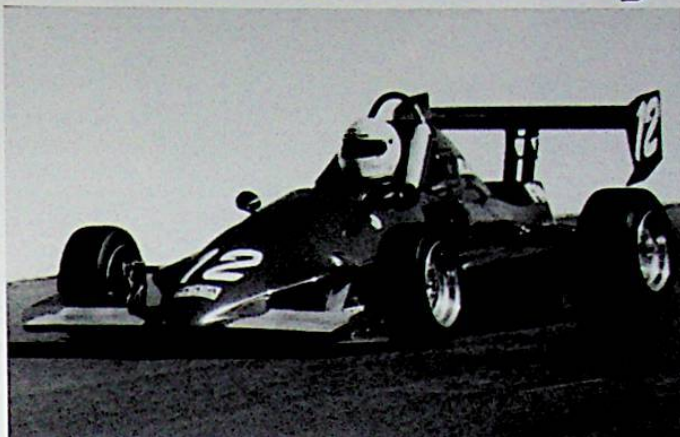
Star Mazda Series Features Parity In Cars, Close Competition On Variety Of Tracks

If you enjoy close racing, you'll quickly become a fan of the Star Mazda Series. There's always plenty of exciting wheel-to-wheel action - not only up front, but all the way through the field.

The "spec car" concept, which is the basis for the Formula Mazda (FM) class, makes the cars extremely competitive. Strictly controlled car specifications assure that cars are virtually identical except for their color schemes and numbers.

Top talent is attracted to the series because it is a true driver's series. Equal machinery places all the emphasis on driving skills and the ability to set up a car for optimum handling on a given track.

When the green flag comes out, it's difficult not to notice the distinctive whine of the engines. Each car is equipped with a 170-hp racing version of the legendary Mazda rotary - a powerplant which has gained street-going fame in Mazda's RX-7 sports cars.



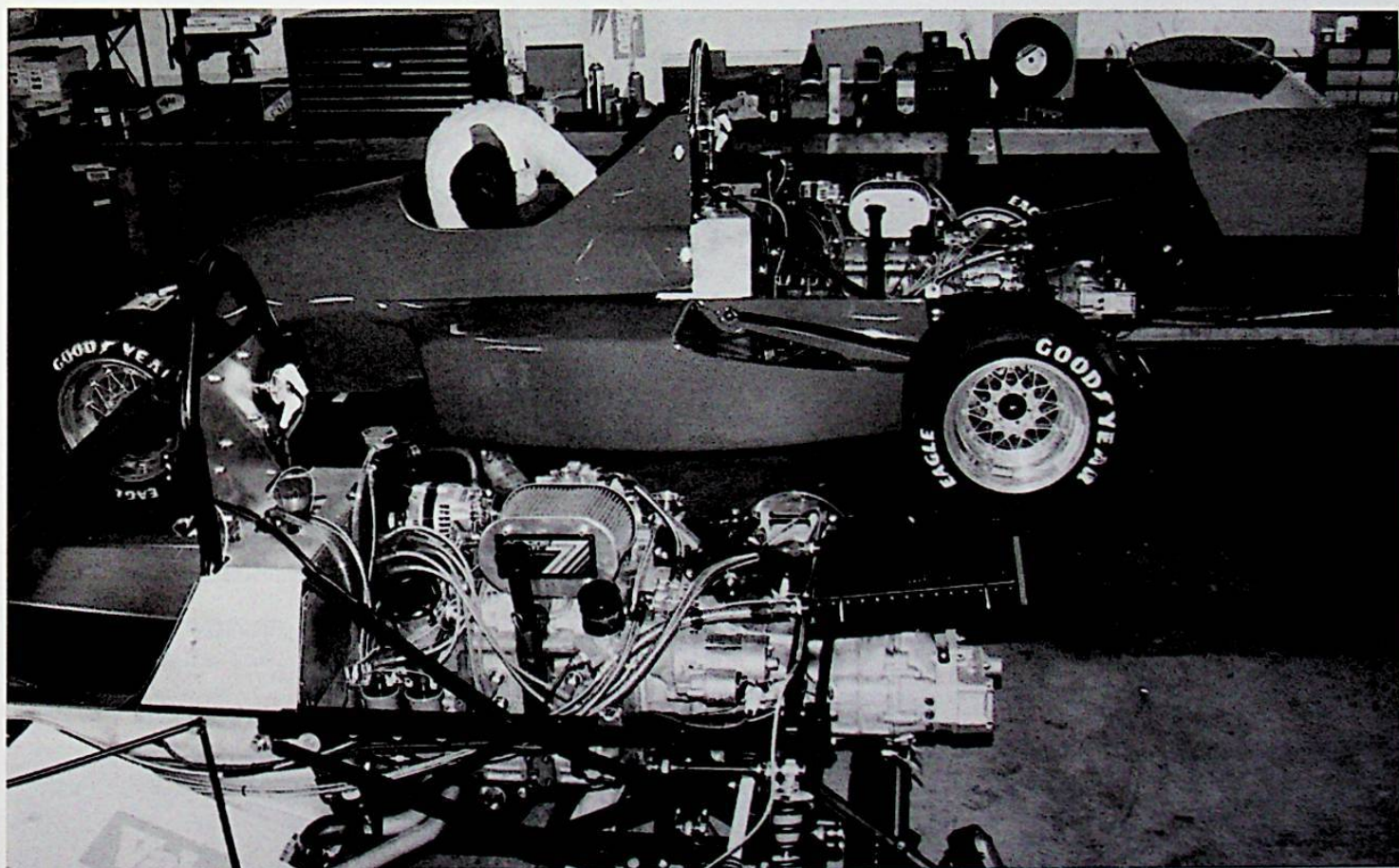
In racing trim, each Formula Mazda rotary is equalized through pre-testing by the engine builder, then sealed to prohibit modifications.

Parity among cars is further controlled by the fact there is only one Star Mazda car constructor - Valley Motor Center in Van Nuys, Cal.

Although the series' race vehicle is designed as a relatively simple, user-friendly race car, it incorporates many of the

features seen on Indy cars - adjustable wings, sway bars, shocks, etc. Brake bias can be controlled from the cockpit, and a choice of gear ratios is available to suit the car to the track. This makes the car an ideal teaching tool for aspiring Indy car drivers who recognize the role which optimum car set up plays in winning races.

Races in this series are sanctioned by the Sports Car Club of America (SCCA) and are run on top road courses as well as oval tracks.



A new Star Mazda Series car begins to take shape at Valley Motor Center in Van Nuys, Cal.



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USAC Now in 42nd Year Of Sanctioning Open Wheel Events



Having passed a major milestone with 40 years of sanctioning auto races, the United States Auto Club appears ready to lead open-wheel racing into the next century with the same determination which has been a part of the organization since its formation.

Conducting its first auto race on January 8, 1956, a midget event at Memorial Coliseum in Fort Wayne, Ind., USAC has, in the ensuing years, presented more than 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.

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. Over 150 events are presented annually, including the world's foremost spectator sporting event - the Indianapolis 500-Mile Race.

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. Indianapolis Raceway Park plays no small part in USAC's scheduling, hosting races involving four different divisions, more than any other facility, and in 1994 the oval was the site of the sanctioning body's 5,000th event.

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.

1996 United States Auto Club National Champions

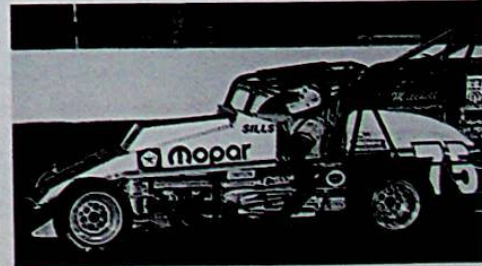
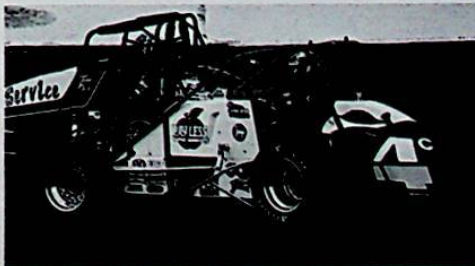
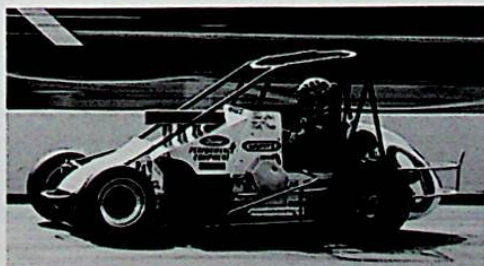
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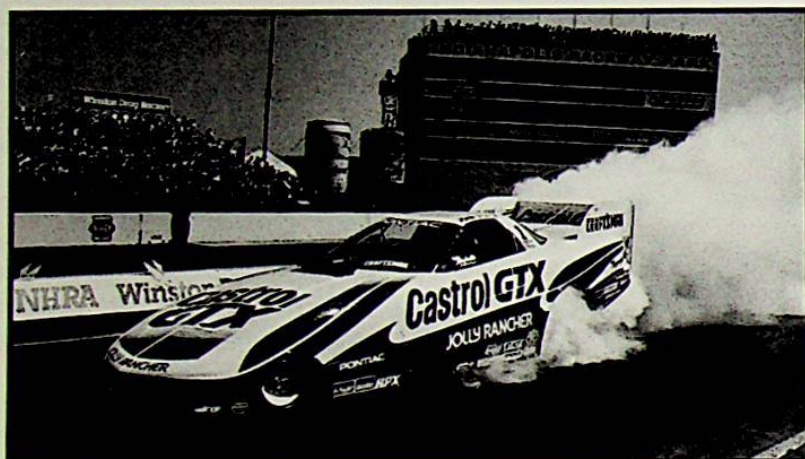
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1997 NHRA U.S. NATIONALS TICKET ORDER FORM

Prices shown reflect \$3 advance discount on Adult and Junior tickets.

SPECTATOR EVENT PASS (SEP)	Price	No.	Amount
Valid all 6 days - may be upgraded to Reserved Seat - See notes below for Upgrade prices	\$130.00	—	\$ —
FRIDAY, AUGUST 29, 1997			
Adult General Admission	\$25.00	—	\$ —
Junior (6-15) General Admission	7.00	—	—
Adult West Side Reserved	33.00	—	—
Junior (6-15) West Side Reserved	15.00	—	—
Child (5 & Under) West Side Reserved	8.00	—	—
SEP Upgrade to West Side Reserved	8.00	—	—
SATURDAY, AUGUST 30, 1997			
Adult General Admission	\$33.00	—	\$ —
Junior (6-15) General Admission	7.00	—	—
Adult West Side Reserved	43.00	—	—
Junior (6-15) West Side Reserved	17.00	—	—
Child (5 & Under) West Side Reserved	10.00	—	—
SEP Upgrade to West Side Reserved	10.00	—	—
Adult East Side Reserved	39.00	—	—
Junior (6-15) East Side Reserved	13.00	—	—
Child (5 & Under) East Side Reserved	6.00	—	—
SEP Upgrade to East Side Reserved	6.00	—	—
SUNDAY, AUGUST 31, 1997			
Adult General Admission	\$43.00	—	\$ —
Junior (6-15) General Admission	7.00	—	—
Adult West Side Reserved	55.00	—	—
Junior (6-15) West Side Reserved	19.00	—	—
Child (5 & Under) West Side Reserved	12.00	—	—
SEP Upgrade to West Side Reserved	12.00	—	—
Adult East Side Reserved	51.00	—	—
Junior (6-15) East Side Reserved	15.00	—	—
Child (5 & Under) East Side Reserved	8.00	—	—
SEP Upgrade to East Side Reserved	8.00	—	—
MONDAY, SEPTEMBER 1, 1997			
Adult General Admission	\$43.00	—	\$ —
Junior (6-15) Gen. Admission	7.00	—	—
Adult West Side Reserved	55.00	—	—
Junior (6-15) West Side Reserved	19.00	—	—
Child (5 & Under) West Side Reserved	12.00	—	—
SEP Upgrade to West Side Reserved	12.00	—	—
Adult East Side Reserved	51.00	—	—
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ALL TICKETS INCLUDE PIT PASS!		Handling	\$ 5.00
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Event Schedule

Wednesday, August 27		Saturday, August 30	
Gates Open	7 am	Gates Open	7 am
Qualifying & Time Trials	10:30 am - 6 pm	Wax Shop Pro Bike Dash... Noon, 2 pm, 4:45 pm	
(No professional session Wednesday)		Professional Qualifying (2)	11 am, 3 pm
Thursday, August 28		Sunday, August 31	
Gates Open	7 am	Gates Open	7 am
Qualifying & Time Trials	8 am - 5 pm	Big Bud Shootout	Noon, 2 pm, 4:45 pm
(No professional session Thursday)		Professional Qualifying (2)	11 am, 3 pm
Friday, August 29		Monday, September 1	
Gates Open	7 am	Gates Open	7 am
Qualifying & Time Trials	8 am - 9 pm	Pre-Race Ceremonies	9:30 am
Professional Qualifying	7 pm	Final Eliminations	11 am

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The National Hot Rod Association

The National Hot Rod Association, which has owned Indianapolis Raceway Park since 1979, is the world's largest motorsports sanctioning body with over 85,000 active members.

A nationwide network of almost 140 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 far-sighted 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 "muscle car" 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 \$2 million per season.

NHRA Winston Drag Racing has matured and continued to prosper the 80s and 90s.

With the guidance of President and Chief Operating Officer Dallas Gardner, NHRA's staff of 220 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 - Atlanta Dragway at Commerce, Ga.; Gainesville Raceway at Gainesville, Fla.; National Trail Raceway near Columbus, Ohio; and State Capitol Dragway at Baton Rouge, La.

In addition, NHRA has held a long-term lease for drag racing activity on the Los Angeles County Fairgrounds at Pomona, Cal. since the early 1960s, and over the 1992-93 winter spent more than \$6 million on improvements which included a new, modern grandstand as well as a state-of-the-art tower complex. Two national events - the Chief Auto Parts Winternationals which traditionally begins the yearly tour and the season-ending Winston Finals, are conducted at this facility which serves a market area with a population of over 12 million people.

NHRA also began its "Operation Street Legal," at the Pomona track, and continues to present such events with the cooperation of law enforcement authorities as a viable alternative to illegal street racing.



The NHRA U.S. Nationals - drag racing's oldest and most prestigious national event, brings more than 1,000 race teams and over 165,000 spectators to Indianapolis Raceway Park over the Labor Day weekend each year.

(Leslie Lovett photo)

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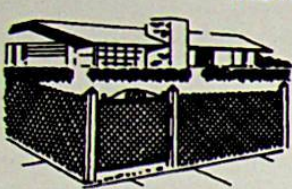
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ESPN, ESPN2 Continue Tradition Of Presence At Events On IRP Oval

Once more in 1997, Indianapolis Raceway Park is a focal point for auto racing fans all over the United States, with ESPN, the Total Sports Network, on hand to televise a number of events.

The tradition of television's presence at IRP began in 1988 with the inauguration of the series featuring USAC Midgets and Sprint Cars, and the presentation of the popular "Thursday Night Thunder" events. These continued as "Saturday Night Thunder" and maintained their popularity with a return to Thursday, and then to Wednesday nights on ESPN2.

"ESPN and ESPN2 take our racing into millions of homes across the country," comments Mike Lewis, general manager of Indianapolis Raceway Park, "resulting in an increased awareness of our facility and its events - as well as and increased popularity for oval track racing."

The professional approach applied to the presentation of motorsports by ESPN and ESPN2, along with the desire of IRP and its staff to maintain the reputation of the facility as one of the finest in the world, has resulted in a number of improvements being accomplished since the televising of races began.

These include new broadcast booths and camera platforms. IRP's lighting system was renovated before the television series began in 1988, and a complete new system was installed prior to the 1994 season when the oval track's new pit road was constructed.

The televising of events from IRP is handled by Lingner Group Productions, an Indianapolis-based firm - also the producers of the popular "Speedweek" and many other motorsports presentations on ESPN and ESPN2.

During a telecast from IRP, the producer has the final say in all matters, and is in communication with all of those involved. Primarily, he is working with the chief spotter, director, tape replay area, and of course the announcers.

The responsibility of the producer is to inform the director about inserting tape replays, cue the announcers as to when to turn the microphones over to the pit announcer, and generally to keep the production running smoothly.

In addition, he must find proper placement of commercials, insuring that important racing action is not missed by the viewer. In the trailer which serves as a command post for the television crew, the producer watches a wall of monitor screens for the best racing, and tells the director where coverage should be highlighted.

The director literally "cuts" the show to the wishes of the producer, calling for the next camera shots, ordering the microphones of the various announcers open or closed, and calling for music or graphics when necessary.

He directs cameras to race action, as well as having another camera follow the lead car.

For the programs from IRP, two cameras have been placed on the roof of the start-finish line tower. One follows the leader of the race, while the second is the battle camera, following a fight for position on the track, a car pulling into the pits, or wherever action may be occurring or a story unfolding. Both of

these cameras cover the entire track.

The camera located on a platform at the top of the hill outside of the first turn covers action beginning in the fourth turn, continuing down the main straightaway and over to the second turn.

Inside of the third turn is another camera, and this one brings the racing action right into the viewer's living room by picking up the coverage as the cars come out of the second turn and travel down the backstretch into the first turn.

In addition, a portable camera and announcer are roaming the pit area to cover action there.

Lingner Group Productions also introduced a new innovation in 1991, actually placing a camera in the track in the first turn. This worm's eye view, referred to as "Tread Cam" by the TV crew, was responsible for the awarding of an Emmy, television's highest award, to ESPN and LGP after its first year of use.

Over thirty people are busy at work in various jobs for ESPN, accomplishing the task of sending the series into the viewers' homes.

In addition to their coverage of USAC races this season, ESPN and ESPN2 will telecast live all three nights of the Kroger SpeedFest during Brickyard 400 week, as well as the Speedway/Starvin' Marvin 200 ASA event in June.



Drivers and their sponsors appreciate the attention they get during events televised by ESPN and ESPN2 from the Indianapolis Raceway Park oval track.

Above, Doug Kalitta is interviewed by Dave Despain after winning a Clark Midget Series feature.

(L. Kellogg photo)



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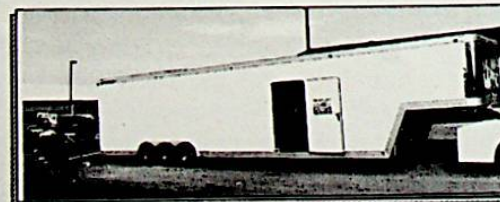
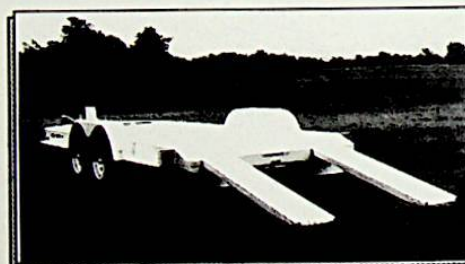
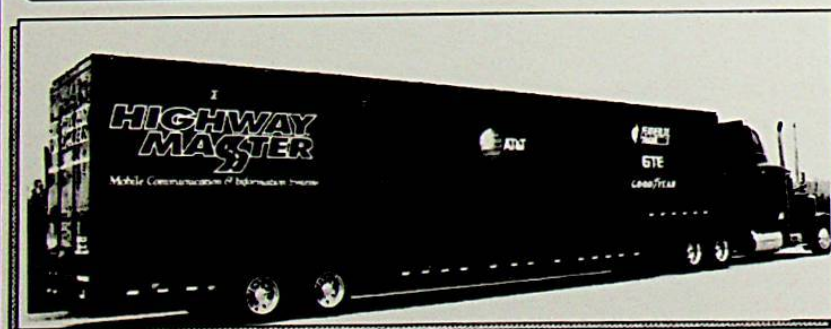
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Economic Impact Study Shows IRP Has Same Effect As 2,000-Worker Factory

A year-long economic impact study conducted by the Indiana University School of Business shows that Indianapolis Raceway Park generated about \$136 million in 1996 for the central Indiana economy, based mainly on lodging, food, entertainment and shopping sales, primarily in Marion and Hendricks Counties.

At the official announcement ceremony, Indianapolis Mayor Stephen Goldsmith outlined IRP's prominence as one of Indianapolis' premier sports venues.

"We often talk about the importance of the Indianapolis Motor Speedway to the local economy, because of the large crowds it draws in May and during the Brickyard 400 weekend," he said. "However, Indianapolis Raceway Park is in operation for over half the year, and the millions of dollars which IRP events draw to the area month after month are an economic windfall to Indianapolis and Hendricks County."

Indianapolis Convention and Visitors Association President Bill McGowan echoed the sentiment that IRP creates a significant economic boost for Central Indiana.

"Because of IRP's varied and busy schedule, thousands of fans from across the nation visit the region, enjoying our hotels, restaurants and shops," said McGowan. "It's great, too, that Indianapolis receives positive television exposure resulting from broadcasts of many IRP events."

The findings of the economic impact study were outlined by Professor Bruce Jaffee, chairperson of the Indiana University Department of Business Economics and Public Policy, who along with fellow I.U. professor Lawrence Davidson coordinated the study. Some of the statistics Jaffee outlined include

the \$136 million impact IRP had on the local economy in 1996. He also mentioned that the average family income of IRP spectators exceeds \$50,000, which he described as "...a very affluent number," and that the average IRP fan is college educated.

"Equally impressive in my view is that during the NHRA U.S. Nationals, most of the 165,000 fans attending the event every year are with groups of family and friends," said Jaffee. "Among those groups, nearly 50 percent of attendees are female, while about half are children under the age of 18. In essence, IRP is a very family-oriented entertainment venue which draws heavily on motorsports fans who do not live in the area and come prepared to spend money."

He noted that IRP's impact on the area was the same as that of a factory employing 2,000 people with an average wage of about \$30,000 per year, without the same impact on schools and infrastructure.

National Hot Rod Association Vice President and IRP General Manager Mike Lewis said that he believes the economic impact of IRP's events will grow in the coming years.

"The Indianapolis area is a dynamic place to live, work and entertain visitors," he commented, "and we are proud that our events at IRP contribute to the economic growth and social fabric of the community. The results of our future growth should be very beneficial for the community as well."



Jeff Gordon, the 1995 NASCAR Winston Cup Champion, first gained national prominence through his performance in USAC midget and sprint car races televised by ESPN at Indianapolis Raceway Park. He still likes to visit when he can, and at last year's DuPont 100, he was interviewed by Mike King of WTHI-TV and radio in Terre Haute, who was working for WIBC at the time.

(Jim Haines photo)

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Also means the course is clear.

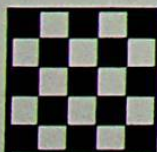


Red

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



Blue with Yellow or
Orange stripe.
A faster car is attempting
to lap you.



Checkered

You have finished.



Yellow

Slow down.
Hold your position.
No passing.



Black

Pit for consultation.



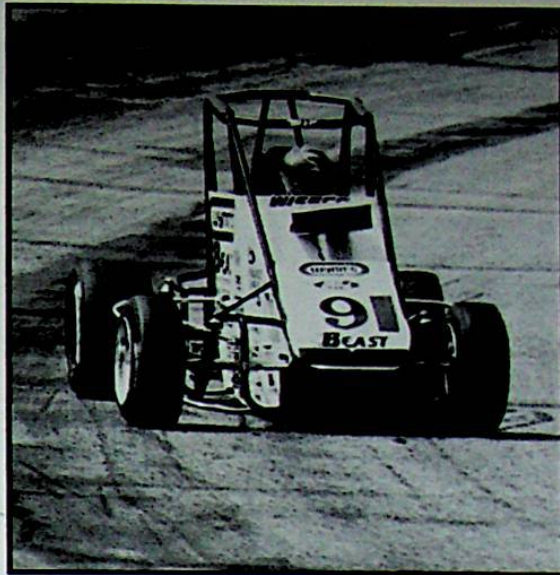
White

You are beginning your
last lap.



Crossed Flags

(Any two flags - furled)
Halfway



A Reminder Of The Days When Race Drivers Drove Anything, Anywhere...

The coming of the Indy Racing League was unquestionably one of the best things that's ever happened to Tony Stewart, since the kid from Rushville, Ind. quickly became one of the new circuit's biggest stars. One of the side-effects of that situation is that he just as quickly became known as something of a "throwback" to the days when stars of the Indianapolis 500-Mile Race also ran in any race they could get to, and in any type of car. Even with the latest development which will see him move to NASCAR in 1998, Tony says he wants to keep racing as much as he can, anywhere he can.

"My favorite type of race car is whatever I'm in at the time," Tony says proudly.

In 1996, he made it to Indianapolis Raceway Park for almost every event, and picked up his seventh career USAC feature win (fourth on the all-time list) in the Clark Mel Kenyon Classic, and also became the first driver to win the Jack's Tool Rental Race of Champions twice by winning the all-star event on the same night.

"I'll be at IRP whenever it's possible for me to be here," he said just before the start of the present season.

(David Stringer photo at left - Garry Hoffman photo at right)



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New Palestine, Ind.



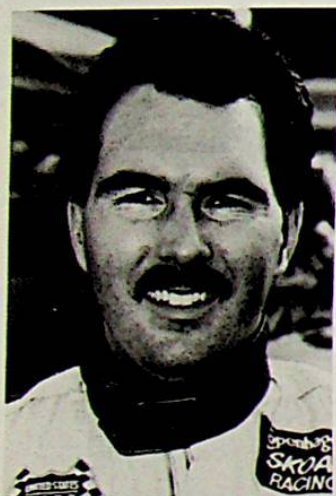
STEVE BARTH
Alexandria, Ind.



DONNIE BEECHLER
Springfield, Ill.



MIKE BLAKE
Indianapolis, Ind.



MIKE BLISS
Milwaukie, Ore.



JEFF BLOOM
Bangor, Mich.



BILLY BOAT
Phoenix, Ariz.



MARK BOICE
Noblesville, Ind.



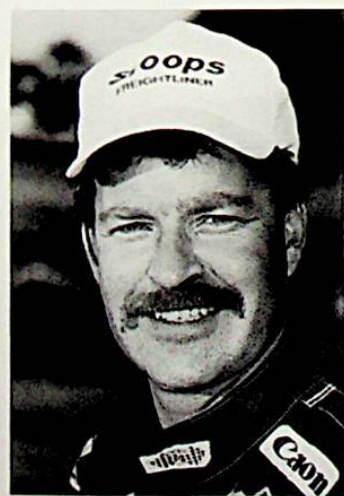
DAVID BRIDGES
Indianapolis, Ind.



TYCE CARLSON
Indianapolis, Ind.



MARK CASSELLA
Weirton, W. Va.



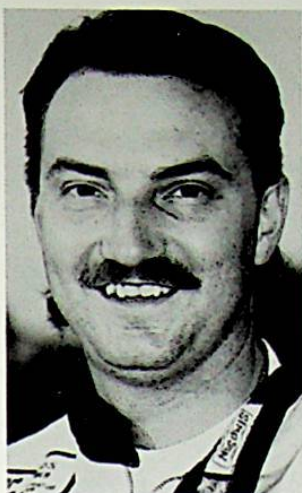
KENT CHRISTIAN
Plainfield, Ind.



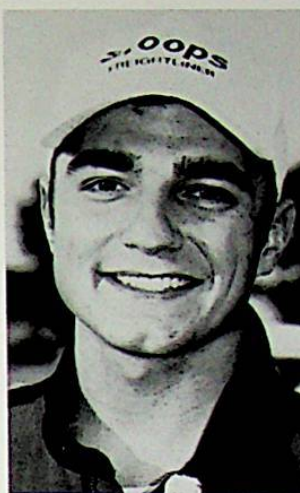
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Park City, Ill.



DAVE DARLAND
Walton, Ind.



DEREK DAVIDSON
Lafayette, Ind.



KEVIN DOTY
Milan, Ill.



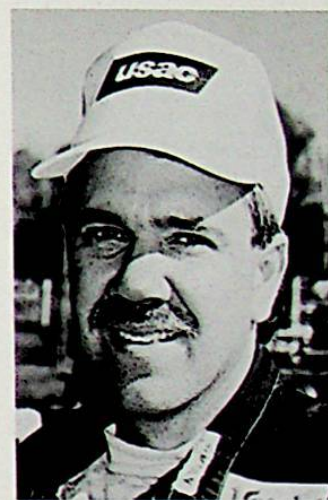
JAY DRAKE
Canyon Country, Cal.



DAN DRINAN
Indianapolis, Ind.



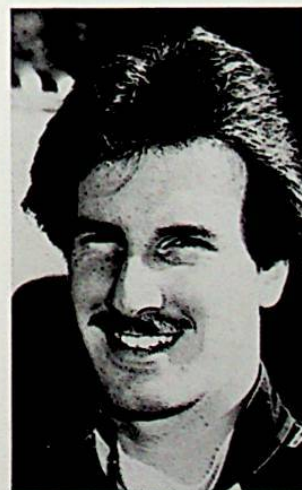
TONY ELLIOTT
Kokomo, Ind.



CHET FILLIP
Indianapolis, Ind.



ROBBY FLOCK
Murietta, Cal.



RUSS GAMESTER
Peru, Ind.



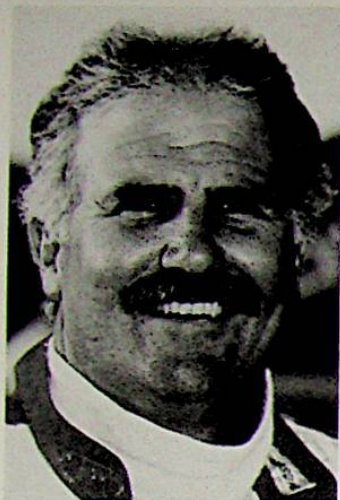
BRIAN GERSTER
Indianapolis, Ind.



ERIC GORDON
Greenfield, Ind.



UNITED STATES AUTO CLUB DRIVERS



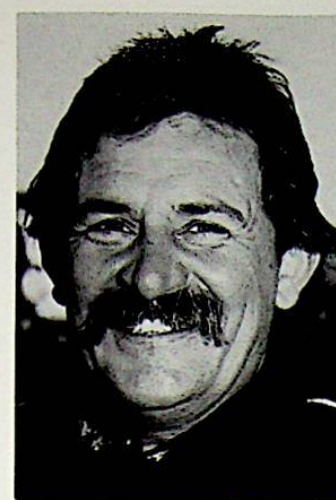
CHUCK GURNEY
Livermore, Cal.



DAVEY HAMILTON
Boise, Ida.



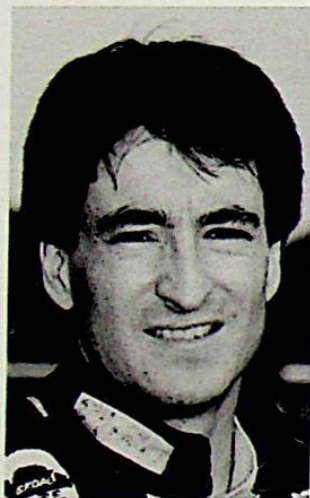
BRIAN HAYDEN
Fillmore, Ind.



JACK HEWITT
Troy, Ohio



GARY HIEBER
Langhorne, Pa.



TED HINES
Indianapolis, Ind.



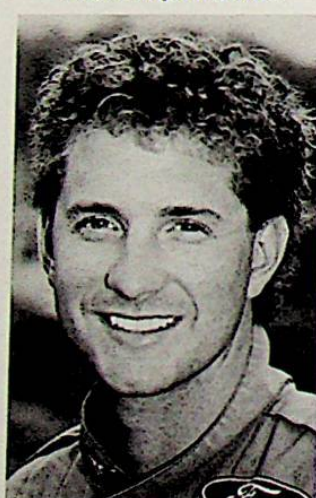
TRACY HINES
New Castle, Ind.



JEFF HUNT
Indianapolis, Ind.



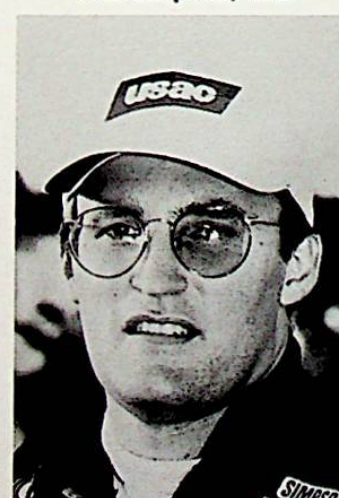
MIKE HURST
Indianapolis, Ind.



KENNY IRWIN JR.
Indianapolis, Ind.



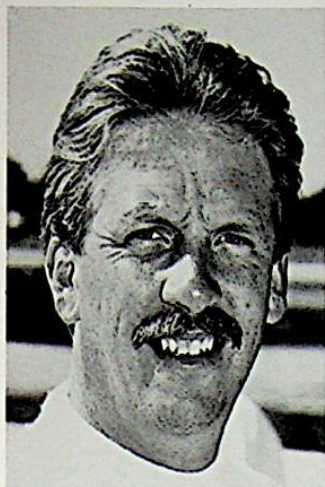
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Jackson, Mich.



DOUG KALITTA
Ann Arbor, Mich.



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Cicero, Ind.



MEL KENYON
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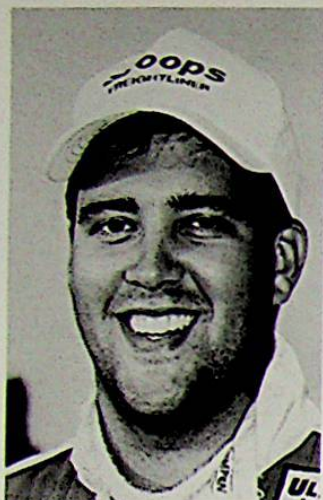
MIKE MASON'
Wilmington, Ohio



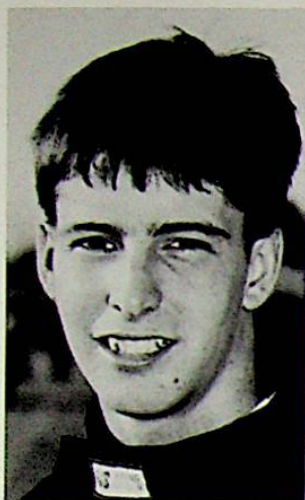
RUSTY MCCLURE
Ashland, Ohio



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Chesterfield, Ind.



JIMMY MCCUNE
Toledo, Ohio



ANDY MICHNER
Grass Lake, Mich.



RYAN NEWMAN
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Auckland, New Zealand



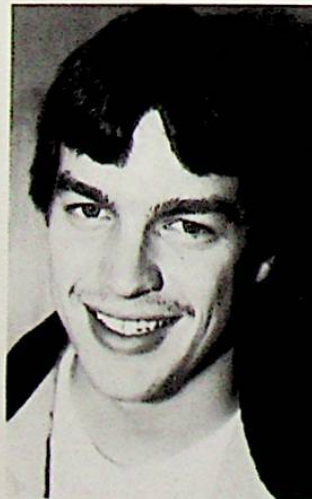
JOHNNY PARSONS
Indianapolis, Ind.



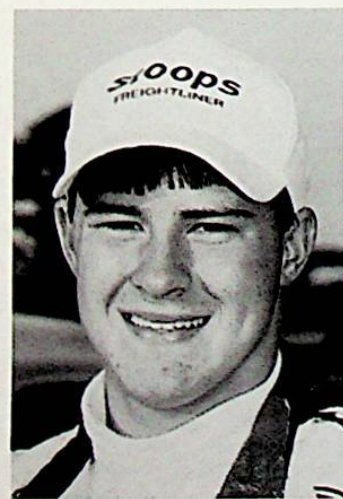
DAVE PEPERAK
Clinton, Ind.



ANDY PIERCE
Bartlesville, Okla.



BRETT POOL
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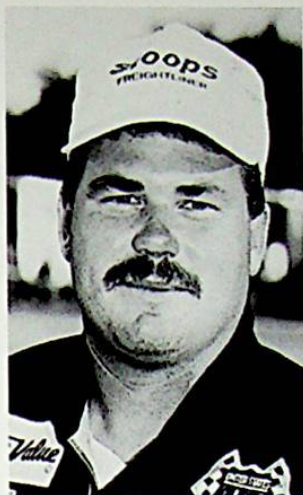
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Brownsburg, Ind.



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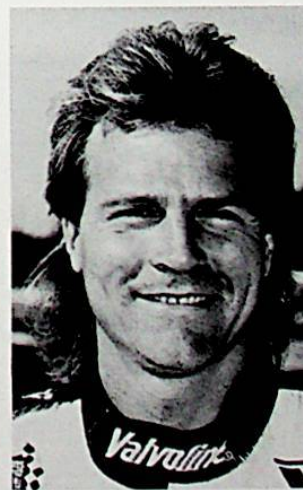
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TONY STEWART
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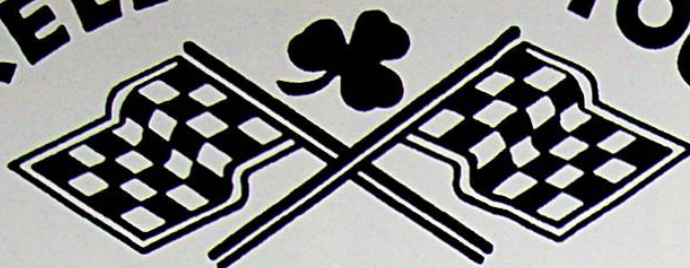
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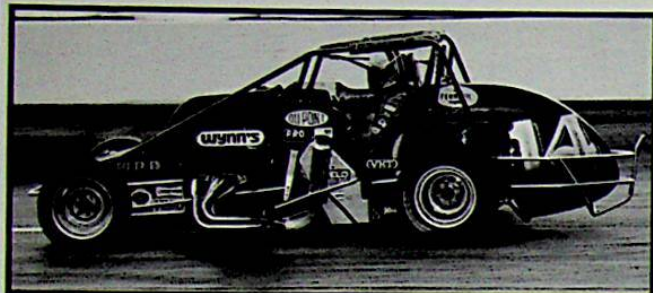
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Adult General Admission	20.00	_____	_____	
Child 6-12	3.00	_____	_____	
Cummins 200 - Thursday, July 31				
Reserved Seat	\$30.00	_____	_____	CITY _____
Adult General Admission	27.00	_____	_____	STATE _____ ZIP _____
Child 6-12	8.00	_____	_____	
Kroger NASCAR 200 - Friday, August 1				
Reserved Seat	\$34.00	_____	_____	() Check () M.O. () VISA () MASTERCARD
Adult General Admission	31.00	_____	_____	Signature _____
Child 6-12	8.00	_____	_____	
Handling \$ 3.00				
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April 26	Saturday	USAC National Midget/ Legend
May 3	Saturday	Regional Midget/Dwarf
May 8	Thursday	Regional Midget/Legend
May 15	Thursday	Regional Midget/Dwarf
May 22	Thursday	USAC National Midget
May 31	Saturday	T.Q. Midget
June 7	Saturday	Regional Midget/Legend
June 14	Saturday	Regional Midget/Dwarf
June 21	Saturday	Regional Midget/Legend
June 28	Saturday	Regional Midget/National Dwarf
July 5	Saturday	USAC National Midget
July 12	Saturday	Regional Midget/Legend
July 19	Saturday	TBA/Legend
July 26	Saturday	Regional Midget/Legend

Aug. 2	Saturday	T.Q. Midget
Aug. 9	Saturday	Regional Midget/Dwarf
Aug. 16	Saturday	Regional Midget/Legend
Aug. 23	Saturday	USAC National Midget
Aug. 30	Saturday	TBA/T.Q. Midget
Sept. 6	Saturday	Regional Midget/Dwarf
Sept. 13	Saturday	USAC National Midget
Sept. 20	Saturday	TBA/T.Q. Midget
Sept. 27	Saturday	Regional Midget/Dwarf
Oct. 4	Saturday	Regional Midget/Legend
Oct. 11	Saturday	Regional Midget/Dwarf

As Of April 11, 1997

All Dates Subject To Change

THE LEGEND RETURNS

1501 West 16th Street • Indiana, Indiana 46202 • 317-955-5000 • Fax 317-955-5002



.686-Mile Oval Track Records

(One lap records established in official qualifications)



AMERICAN SPEED ASSOCIATION (ASA)

ACDelco Challenge Series	22.507	109.726	Glenn Allen Jr.	May 20, 1995
Circuit of Champions Series	21.964	112.439	Bob Senneker	June 10, 1989
Gran Marque Series	24.161	102.214	Ken Harrison	September 26, 1987

AMERICAN TRUCK SERIES

Race Truck

AUTOMOBILE RACING CLUB OF AMERICA (ARCA)

Bondo MarHyde SuperCar Series	24.450	101.086	Lee Raymond	July 7, 1980
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BABY GRAND STOCK CARS

Winston Cup Replica

INTERNATIONAL CHAMPIONSHIP AUTO RACING (I-CAR)

Jasper Modified Series	23.776	103.086	Chad Bland	May 21, 1994
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INTERNATIONAL SUPER MODIFIED ASSOCIATION (ISMA) & WESTERN SUPER MODIFIED RACING ASSOCIATION (WSMRA)

Super Modified	18.202	135.676	Davey Hamilton	May 25, 1996
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NATIONAL ASSOCIATION FOR STOCK CAR AUTO RACING (NASCAR)

Busch Series, Grand National Division	21.766	113.461	David Green	August 4, 1994
Craftsman Truck Series	22.687	108.855	Mike Skinner	August 1, 1996
Featherlite Modified Tour	20.994	117.634	Mike McLaughlin	May 13, 1989

SPORTS CAR CLUB OF AMERICA (SCCA)

Formula Ford Series	22.814	108.249	Greg Gray	May 26, 1982
Super Vee Series	19.581	126.122	Mark Smith	May 27, 1989

UNITED STATES AUTO CLUB (USAC)

Silver Crown Championship Series	20.728	119.143	Jim Keeker	August 2, 1995
Stoops Freightliner Sprint Car Series	20.268	121.847	Jeff Gordon	June 9, 1990
National Midget Series	20.664	119.512	Dan Drinan	May 6, 1995
Formula Ford 2000 Series	21.254	116.195	Craig Taylor	May 23, 1992
Stock Car Series	23.850	103.847	Joe Ruttman	August 3, 1980
Formula Lightning Electric Series	27.145	90.978	Craig Taylor	August 17, 1995

Time-Speed Conversion Chart for .686-Mile Track

Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed
17.00 ...	145.271	18.40 ...	134.217	19.80 ...	124.727	21.20 ..	116.491	22.60 ...	109.274	24.00 ..	102.900
17.10 ...	144.421	18.50 ...	133.492	19.90 ...	124.101	21.30 ..	115.944	22.70 ...	108.793	24.10 ..	102.473
17.20 ...	143.581	18.60 ...	132.774	20.00 ...	123.480	21.40 ..	115.402	22.80 ...	108.315	24.20 ..	102.050
17.30 ...	142.751	18.70 ...	132.064	20.10 ...	122.866	21.50 ..	114.865	22.90 ...	107.843	24.30 ..	101.630
17.40 ...	141.931	18.80 ...	131.362	20.20 ...	122.257	21.60 ..	114.333	23.00 ...	107.374	24.40 ..	101.213
17.50 ...	141.120	18.90 ...	130.667	20.30 ...	121.655	21.70 ..	113.806	23.10 ...	106.909	24.50 ..	100.800
17.60 ...	140.318	19.00 ...	129.979	20.40 ...	121.059	21.80 ..	113.284	23.20 ...	106.448	24.60 ..	100.390
17.70 ...	139.525	19.10 ...	129.298	20.50 ...	120.468	21.90 ..	112.767	23.30 ...	105.991	24.70 ...	99.984
17.80 ...	138.742	19.20 ...	128.625	20.60 ...	119.883	22.00 ..	112.255	23.40 ...	105.538	24.80 ...	99.581
17.90 ...	137.966	19.30 ...	127.959	20.70 ...	119.304	22.10 ..	111.747	23.50 ...	105.089	24.90 ...	99.181
18.00 ...	137.200	19.40 ...	127.299	20.80 ...	118.731	22.20 ..	111.243	23.60 ...	104.644	25.00	98.784
18.10 ...	136.442	19.50 ...	126.646	20.90 ...	118.163	22.30 ..	110.744	23.70 ...	104.203	25.10	98.390
18.20 ...	135.692	19.60 ...	126.000	21.00 ...	117.600	22.40 ..	110.250	23.80 ...	103.765	25.20	98.000
18.30 ...	134.951	19.70 ...	125.360	21.10 ...	117.043	22.50 ..	109.760	23.90 ...	103.331	25.30	97.612

Chrysler Corporation presents the

NHRA



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13-15**



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Show!

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Nostalgia Drag Racing!



Gigantic Swap Meet!

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GROOVY TUESDAYS

Street legal drag racing open to everyone on the world-famous IRP Drag Strip, a part of NHRA's nationwide "Operation Street Legal," heads up this program, and there will be a special "Pro Street Eliminator" with trophy awards featuring the fastest cars in time trial runs.

There's also cool cruising on the west side of the IRP Road Course, and a "show and shine" with rods and customs at the IRP Photo Finish Grill!

June 3	July 8	August 5
June 10	July 15	August 12
June 17	July 22	August 19
June 24	(No Event July 29,	Sept. 9
July 1	Aug. 26, or Sept. 2)	Sept. 16
Gates Open	4:30 pm	
Activities Begin	5:00 pm	

(All cars participating
in drag racing must
pass safety inspection.)



Doc's Karts n' Parts

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Budweiser Night Before The 500 Midget Feature Winners 1956-1996

16th Street Speedway

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

Kokomo Speedway

1959 Gene Force

1960 Jimmy Davies

1961 Jimmy Davies

Indls. Speedrome

1962 Jimmy Davies

1963 Mel Kenyon

1964 Chuck Rodee

Kokomo Speedway

1965 Mel Kenyon

1966 Chuck Arnold

1967 Mike McGreevy

1968 Rained Out

Indps. Raceway Park

1969 Bob Wente

Henry Pens

1970 Lee Kunzman

1971 Jimmy Caruthers

Ind. State Fairgrounds

1972 Tom Bigelow

Pancho Carter

1973 Rained Out

Indps. Raceway Park

1974 Tommy Astone

1975 Bill Engelhart

1976 Bob Wente

1977 Mel Kenyon

1978 Rich Vogler

Indpls. Speedrome

1979 Jeff Nuckles

Sleepy Tripp

Indpls. Raceway Park

1980 Mel Kenyon

1981 Mack McClellan

1982 Greg Leffler

1983 Ken Schrader

1984 Steve Lotshaw

1985 Nick Fornoro Jr.

1986 Sam Isenhower

1987 Nick Fornoro Jr.

1988 Jack Calabrese

1989 Jeff Gordon

1990 Jeff Gordon

1991 Mike Fedorcak

1992 Doug Kalitta

1993 Mike Bliss

1994 Ted Hines

1995 Andy Michner

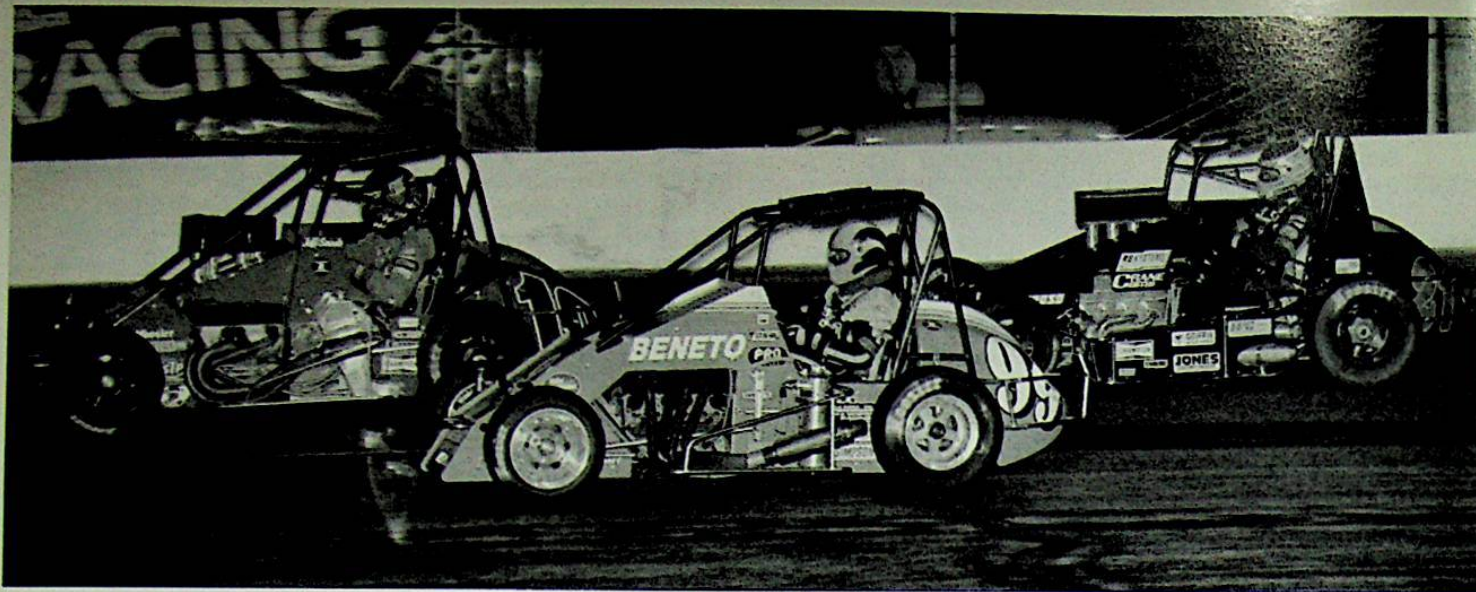
1996 Kenneth Nichols



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FOOD AND DRINK SPECIALS!
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1997 Oval Racing Schedule Remaining Events

Saturday, May 24	Clark presents the 52nd annual Budweiser Night Before the 500 <i>USAC Midgets and Star Mazda Series</i>
Saturday, June 14	Roger McCluskey Memorial Sprint Car Classic <i>USAC Sprint Cars, I-Car Modifieds, Baby Grand Stock Cars</i>
Friday, June 20	Circle City 75 <i>Kendall Indiana Late Model Championship plus ASA Qualifying</i>
Saturday, June 21	Speedway/Starvin' Marvin ASA 200 <i>ACDelco Challenge Stock Cars plus Baby Grand Stock Cars</i>
Wednesday, July 16	Hinckley & Schmitt Sprint Challenge - Wednesday Thunder <i>USAC Sprint Cars plus American Race Trucks</i>
Friday, July 18	Clark Super 75 <i>Kendall Indiana Late Model Championship plus American Race Trucks</i>
Wednesday, July 23	Clark Midget Series <i>USAC Midgets plus I-CAR Modifieds</i>
Wednesday, July 30	DuPont 100 <i>USAC Silver Crown Championship Series plus Triple Crown Pro Series</i>
Thursday, July 31	Cummins 200 presented by the Indianapolis Dodge Dealers <i>NASCAR Craftsman Truck Series plus Busch Grand National Qualifying</i>
Friday, Aug. 1	Kroger NASCAR 200 presented by Ziploc <i>NASCAR Busch Grand National Series plus Baby Grand Stock Cars</i>
Wednesday, Aug. 13	Clark Mel Kenyon Classic and Race of Champions <i>USAC Midgets plus Jack's Tool Rental Race of Champions</i>



Kevin Doty (99) and Doug Kalitta (21) fight for position in the 1996 feature while trying to lap Jeff Sands.

Midgets Still Providing Lots Of Action For America's Race Fans

The USAC Midgets provide some of the most exciting and competitive action in all of motorsports, and the longevity of this type of racing is testimony to its appeal.

There have been times in American auto racing history when the midgets have enjoyed unbelievable popularity - such as in the post war years, and there have been other times when the crowds seemed to dwindle, and attention appeared to fade.

Through all the "lean" years, however, there remained a hard-core following for the midgets on both sides of the fence. There were fans who felt no other type of racing brought such close competition and wheel-to-wheel action. They had their counterparts in drivers who disdained other paths to auto racing's loftiest plateaus.

These quick and exciting cars for several decades have served as the principal training ground for open-wheel oval track drivers in the United States.

Paved and dirt tracks are located all over the United States, and for those who aspire to drive an open-wheel car at a track

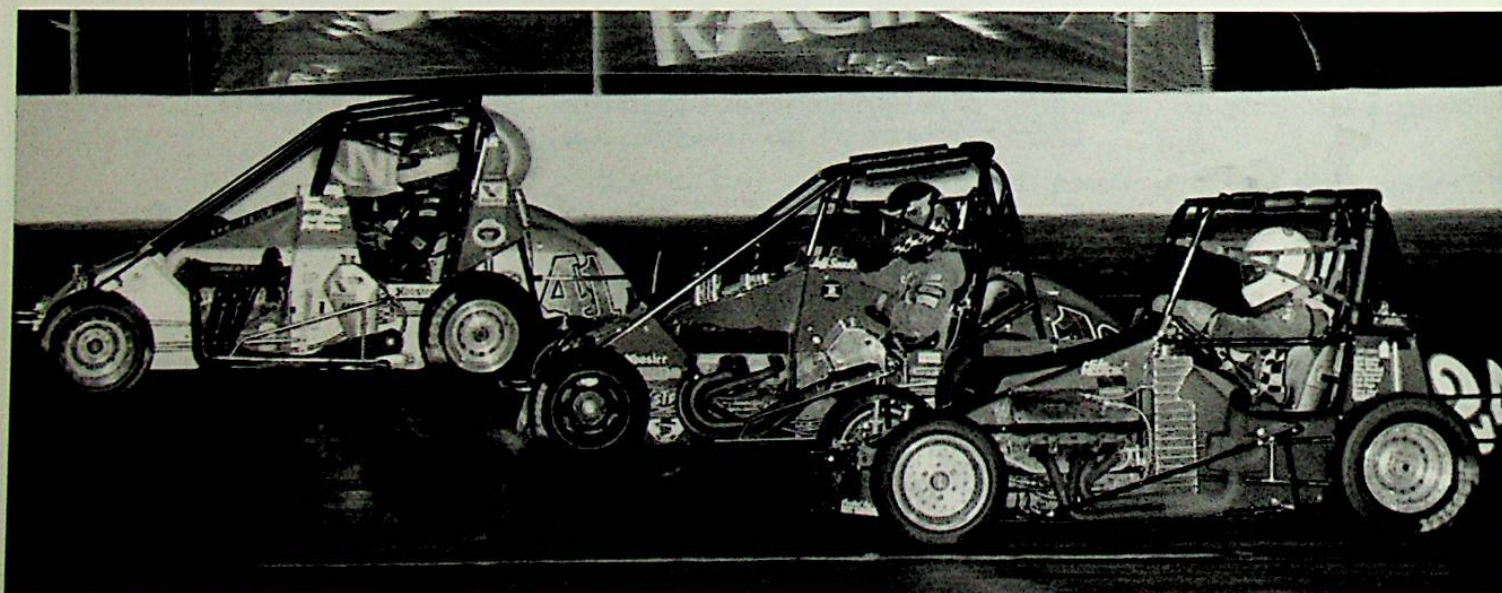
near their home or on one of the many traveling series, the path usually leads to a ride in a midget at one time or another.

Some youngsters begin with quarter-midgets, some with go-karts, but virtually all of those interested in this type of racing have to experience the midgets.

Midget racing's history through the years has been colorful, and the changes in the sport have paralleled advances in automotive technology as well as those in other areas of racing.

Powerplants have evolved from motorcycle and outboard based engines to the days of the reliable Ford V8-60, through the Offenhauser era in the 1950s and 60s until today, when high-performance "cousins" of stock engines seem to be the most prominent.

Observers of the midget racing scene have voiced the opinion that it was the advent of televised races at IRP in 1988 which sparked additional interest in the sport, and that interest is now extremely high with ESPN and ESPN2 taking the action into living rooms all over the world.



Dick St. John (41), Jeff Sands (10) and Mike Fedorcak battle three wide during one of the qualifying races in 1996.

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presents the 52nd annual

Budweiser **NIGHT BEFORE ^{THE}★500**

SATURDAY, MAY 24 • 1997



**National Championship
Midget Series**

and

Star Mazda Series

**PROGRAM SUPPLEMENT
and ENTRY LIST**

**INDIANAPOLIS
RACEWAY PARK**



EXPECTED ENTRIES

Star Mazda Series



Budweiser

NIGHT BEFORE THE 500

presents the

usac

National Championship Midget Series

SATURDAY
May 24, 1997

EXPECTED ENTRIES

<u>No.</u>	<u>Driver/Hometown</u>	<u>Sponsors</u>	<u>Entrant</u>
2	DAVE STEELE/Tampa, Fla. ^{MICHNER}	Benchmark Products, Fast Lane Footwear, JS Distributing	JS Distributing
4	MARK BOICE/Noblesville, Ind.	Warner Bodies, Eagle Machine Tool	Team Boice Racing
5	TODD DOMARK/Plainfield, Ind.	BOC Gases	Domark Industries
6	JEFF HUNT/Indianapolis, Ind.	Ralph's Muffler & Brake Shops	RPS Racing
7	S. HANSON	K&R Racing	Kenny Irwin Sr.
9	TRACY HINES/New Castle, Ind.	Wynn's, Ford, Beast, Performance Racing Industry	Steve Lewis
10	JEFF SANDS/Brook, Ind.	Valvoline, Beast	Jeff Sands
11	DAVID BRIDGES/Indianapolis, Ind.	Hurco, Buckeye Machine, Earl's Performance Parts	MB Racing
14	STEVE BARTH/Alexandria, Ind.	Boles Chevrolet	Steve Barth
16	KENNETH NICHOLS/Indianapolis, Ind.	Dellen Automotive Family, RS RV	Mike Nowicke
17	TONY ELLIOTT/Kokomo, Ind.	Custom Equipment Design	CED Motorsports
18	LARRY GIBSON/Richwood, Ohio	Ernie Gorman Racing, Bill's Sign Company	P&E Inc.
21	DOUG KALITTA/Ann Arbor, Mich.	Kalitta Air Ambulance	Kalitta Flying Service
24	RONNIE JOHNCOX/Jackson, Mich.	Technique Inc., Mid-American Products	Cliff Jacobs
26	ANDY MICHNER/Grass Lake, Mich.	Benchmark Products, Fast Lane Footwear, Haviland Pro	JS Distributing
30	CHUCK LEARY/Greenfield, Ind.	Leary Construction Co., Comet Kart Sales	Dan Leary
36	JOHN HEYDENREICH/Bloomsburg, Pa.	Clabber Girl Baking Powder	Keith Wimberly
39	RYAN NEWMAN/South Bend, Ind.	Drinan Midget	Chuck Lewis
41	DICK ST. JOHN/Milwaukee, Wis.	Hokanson Companies, Kirts Trucking, Baker-Gould Body Shop Weldtec, National Fleet Supply, Shloot Furniture	Eddie Griffith
42	DEAN FRANKLIN/Bartlesville, Okla.	Dean Franklin Racing	Dean Franklin
48	JIMMY MCCUNE/Sylvania, Ohio	Key Parts Auto Sales, Streicher's Quickprint & Signs	Jim & Paulie Streicher
49	NICK LUNDGREEN/New Berlin, Wis.	Brennan's Markets, Metro Auto Auction	Dean Lundgreen
51	TODD THOMAS/Pittsboro, Ind.	Prolong Super Lubricants	Gary Mullins
54	GUS WASSON/Bloomdale, Ohio	Chris Hoiles Motorsports	Chris Hoiles Motorsports
56	SHANE SCULLY/Encino, Cal.	Daniel Freeman Hospital, Your Life Vitamins	Marsha Scully
66	TONY BEABER ^{K. BLISS} Gibsonburg, Ohio	North Street Auto Supply	John Beaber
71	JASON LEFFLER/Long Beach, Cal.	Willoughby	Pete Willoughby
76	BRIAN BORMET/Monee, Ill.	World's End Brewery, Fountain of Youth Day Spa	Dennis Bormet
90	CHRIS SHULTZ/Indianapolis, Ind. ^{QUICK}	Marathon Water Treatment	No Limit Racing
91	KIRWAN M. BREWER	Wynn's, Ford, Beast, Performance Racing Industry	Steve Lewis
95	JIMMY KITE/Stockbridge, Ga.	Hawkins Speed Shop, Snyder Engines	Jerry Covington
97	JAY DRAKE/Canyon Country, Cal.	Willoughby	Pete Willoughby
661	PAT BLISS/Milwaukie, Ore.	American Bowling Congress, Stumpf Ford	Lamers Racing
33	D. DRINAN		
12	W. BALINGER		
7K	C. OLSEN		
88	D. WARD		
76	R. CORRIGAN		
7X	R. PARRISH		
38	D. BAUMGARTNER		
116	B. GERSTER		

Roger McCLUSKEY Memorial Sprint Car Classic

Saturday June 14

Stoops Freightliner USAC Sprint Cars

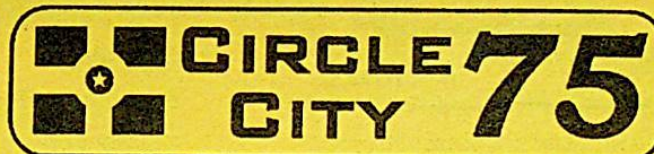
I-CAR Modifieds

Baby Grand Stock Cars

Gates Open	5:00 p.m.
Practice	5:00 p.m.
Qualifying	6:30 p.m.
Racing	8:00 p.m.



Two Nights of Southern-Style Stock Car Racing! Friday, June 20



Kendall Indiana Late Model Championship

Saturday, June 21



presented by **Wynn's**

Friday, June 20

Kendall Indiana
Late Model Challenge
Stock Cars
plus ASA Qualifying

Gates Open	12:00 noon
Late Model Qualifying	6:00 p.m.
ASA Qualifying	7:00 p.m.
Racing	8:00 p.m.

Saturday, June 21

ASA ACDelco Challenge Series

Gates Open	12:00 noon
Last Chance Race	4:00 p.m.
Autograph Session	6:15 p.m.
Pre-Race Ceremonies	7:30 p.m.
Speedway/Starvin' Marvin 200	8:00 p.m.

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