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Once again it is an honor and a pleasure for me, as the general manager of Indianapolis Raceway Park, to welcome all racing teams, sponsors, and officials to our facility for another Championship Racing event on behalf of the entire IRP staff and management team.

Our presentation this weekend represents one of America's oldest and most prestigious traditional open-wheel events, the Budweiser Night Before the 500, for its 48th annual running. As it has since it began at the old 16th Street Speedway, the event spotlights the cars which are now known as the Copenhagen/Skoal Racing USAC National Midget Series. This race has always attracted an outstanding field of cars and drivers, and we expect this year's renewal will be no different.

Returning for the 1993 event are the United States Auto Club's exciting Formula 2000 Championship Series, featuring flat-bottomed rear-engine race cars which are fast becoming recognized as another path to the Indianapolis 500-Mile Race. An outstanding entry list is assured for these cars, as the competitors of the Formula 2000 East and Formula 2000 West meet for a their second annual oval track "shootout."

It is also our pleasure to extend our special appreciation to the Budweiser brand of Anheuser-Busch, whose participation continues to make it possible for us to present this historic event for the pleasure of our many racing fans.

Again on hand as a media presentation sponsor for this event, as they have been so many times in the past, is WFMS Radio, Stereo 95.5 FM in Indianapolis.

Other support in various forms is also being provided by Great Western Boots and the American Dairy Association of Indiana, whose participation results in direct benefits to the competitors.

This weekend's event, as with most of those presented at Indianapolis Raceway Park, has a great deal at stake for competitors along with the usual trophies and cash awards. Among these are points in the Simpson Open Wheel Challenge, a program sponsored by Simpson Race Products which involves all USAC feature races on the IRP oval.

As you look around Indianapolis Raceway Park, we are hopeful that you will notice the improvements which have been made. Our goal is to make this process part of a continuing program, and to provide only the best in spectator and competitor comfort.

As always, we welcome any suggestions or questions, and we sincerely hope you enjoy your visit to our facility.

IRP, the home of the NHRA U.S. NATIONALS, occupies a position as one of the United States' premier multi-purpose motorsports facilities, and our desire is to enhance that position through the presentation of the very finest in events on our world-famous quarter-mile drag strip, the 15-turn, 2.5-mile championship road course, and the .686-mile paved oval.

Lex Dudas

LEX DUDAS, General Manager
Indianapolis Raceway Park

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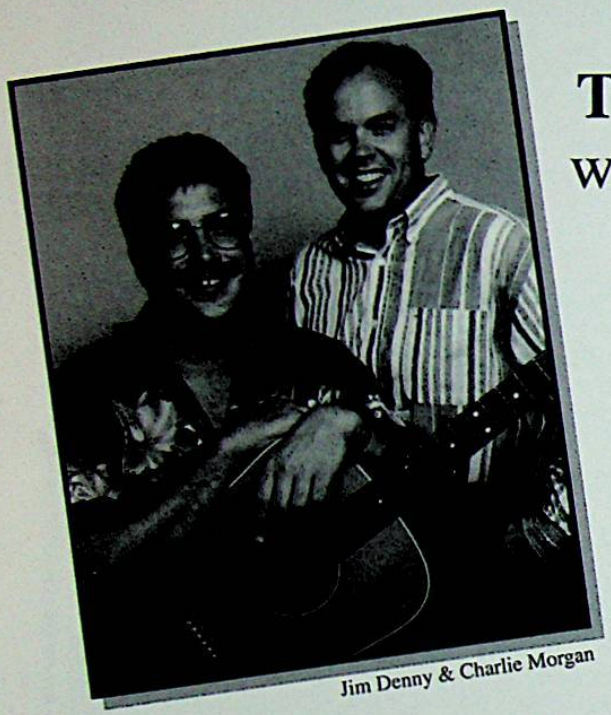

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INDIANAPOLIS
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Budweiser Night Before the 500 Is A Historic Event In American Motorsports

The smorgasbord of motorsports laid out for the fans who throng to the Indianapolis area each May includes a prime selection which isn't at the Indianapolis Motor Speedway, but which has been a part of the activities for nearly half a century.

This year's presentation of the "Budweiser Night Before the 500" on the .686-mile paved oval at Indianapolis Raceway Park will be the 48th in the colorful history of this race. It all began on the quarter-mile banked oval at the old 16th Street Speedway, just across from the Speedway in 1946.

From the beginning, the event has featured the midgets, the quick and exciting cars which for several decades served as the principal training ground for open-wheel oval track drivers in the United States.

In the beginning, the sanctioning body was the American Automobile Association (AAA), and then the United States Auto Club when it succeeded that organization in 1956.

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

Powerplants, for example, have evolved from the days of the reliable Ford V8 60, through the Offenhauser era in the 1950s and 1960s, until today, when high-performance "cousins" of small displacement stock engines seem to be most prominent. This trend might have been foreseen in the 1960s, when six-cylinder Ford Falcon and Chevy II engines were seen spicing the predominantly Offy-powered fields.

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

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

The first victory for the new powerplants on the IRP oval came in the 43rd annual Budweiser Night Before the 500 in May of 1988, when Jack Calabrase rolled to victory behind a Pontiac engine.

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

In 1992, a new V4 engine was ready for competition, among others, and now a V6 is available.

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

Last year, it was Doug Kalitta who won the 50-lap midget feature, and he went on to win twice more at IRP, including the Jack's Tool Rental Race of Champions.

When the midgets return on Saturday, May 29 for the 48th presentation of the event, they will be joined for the second consecutive year by USAC's new Formula 2000 Championship Series, featuring flat-bottomed rear-engine cars which are seen as a new training ground. This one is billed again as an "East-West Shootout" featuring cars and drivers from both championship divisions. In 1992, Greg Tracy was the winner of the main event for these exciting cars.

The addition of this new class is the latest step in the storied history of this race.

In the late 1940s and early 1950s, multiple programs were a part of the night of racing at 16th Street, with time trials, heat races, and a feature race in each. The stands were cleared after each feature, but quickly filled again 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 often being completed just in time to allow fans to make to the gates of the Speedway before the gate-opening signal sounded at 5:00 a.m. The multiple programs reached a climax in 1956, when Shorty Templeman won all three of the 100-lap features.

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

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

After one year at the Indianapolis Speedrome, 1979, the race came back to IRP as a permanent fixture in 1980.

A total of 44 different drivers have been winners in "Budweiser Night Before the 500" feature races, and Mel Kenyon, the all-time leader among USAC Midget drivers, is also at the top of the list in victories earned while competing in this event.

Kenyon has been first to the checkered flag four times, with two of those coming at Indianapolis Raceway Park, and his four wins span 18 racing seasons. A win in the 1993 race - 30 years after his first "Night Before" victory, would put him alone at the top of the pack. At present, he's tied with Eddie Haddad, who won four features in 1948 and 1949, getting two on the multiple programs in each of those years.

Among still-active midget drivers, winners in addition to Calabrase, Gordon, Kalitta, and Kenyon have included Tom Bigelow, Mike Fedorcak, Nick Fornoro Jr., Sam Isenhower, Mack McClellan, Ken Schrader, and Sleepy Tripp.

Hanks, incidentally, is one of only two drivers to have won both the Night Before the 500 and the Indianapolis 500-Mile Race. Hanks got his "Night Before" win in 1947, and won the 500 in 1956. Johnny Parsons won this race in 1948, and two years later won across the street.

The annual event is regarded as one of the most prestigious on the USAC schedule by the drivers and crews, primarily because of the outstanding field which the race draws as well as a large crowd.

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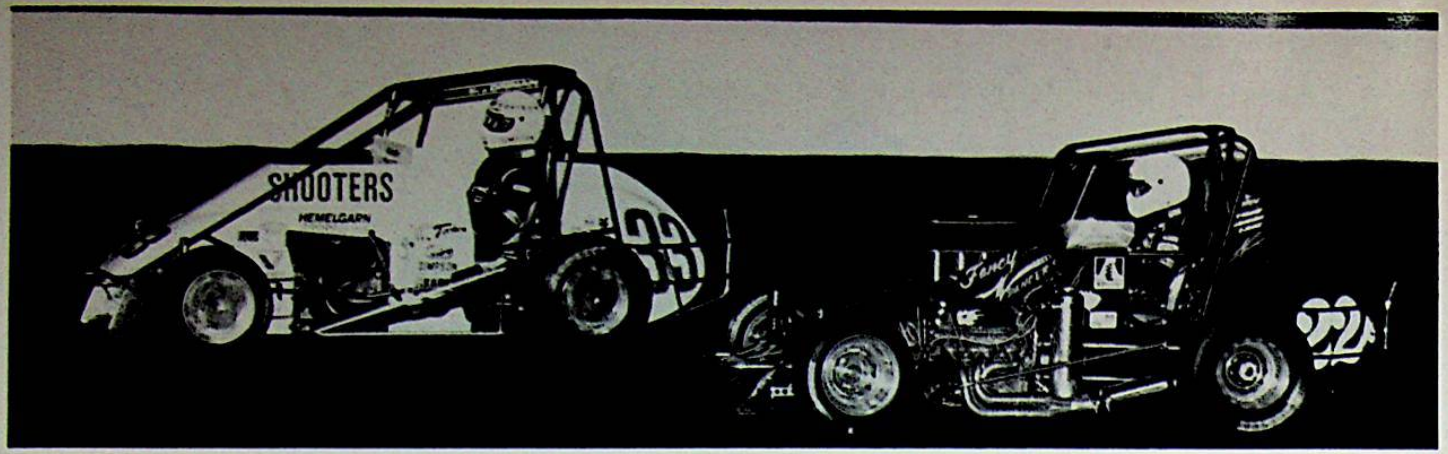
About USAC...

The United States Auto Club conducted its first auto race, an indoor midget event at Memorial Coliseum in Fort Wayne, Ind., on January 8, 1956.

In the ensuing 37 years, nearly 5,000 racing events encompassing the entire spectrum of motorsports have been conducted in virtually every state in the country, as well as in numerous foreign venues.

Events have been presented for Indy Cars, Championship Cars, Sprint Cars, Midgets, Stock Cars, Formula machines, Hill Climb vehicles, TQ Midgets, and others - on tracks ranging in length from a tenth of a mile at an indoor venue 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 1992, over 150 events were presented, including the world's foremost sporting event - the Indianapolis 500-Mile Race - which ran under a USAC sanction for the 37th consecutive year.



Dan Drinan (33) had the lead in the early laps of the 50-lap feature for the Copenhagen/Skoal USAC Midgets on the 1992 Budweiser Night Before the 500 program, but he was unable to hold off the charge of fast qualifier Doug Kalitta (22), who went on to post his first USAC feature win.

Doug Kalitta, Greg Tracy Earn Feature Wins In 47th Budweiser Night Before The 500 At IRP

Doug Kalitta and Greg Tracy were the winners in the 47th annual Budweiser Night Before the 500 at Indianapolis Raceway Park.

Kalitta, driving true to the form he showed late in the 1991 season at IRP, won the 50-lap USAC Midget feature, and Tracy was the winner of the Formula 2000 Series main event.

The eventual midget winner, who was the night's fastest qualifier for the midgets at 21.542 seconds (114.642 miles per hour), started eighth in the feature, but appeared content to hold position in the early going while a battle raged between Dan Drinan and Page Jones for the lead.

That battle saw Jones overhaul Drinan twice in the first and second turns, cleanly taking over the lead, only to have Drinan come roaring back with the same move in the third and forth turns of the .686-mile IRP oval.

After an incident involving Andy Michner, Robbie Stanley, and Chuck Gurney in the first turn brought out the race's only caution flag at 19 laps, Kalitta was still barely in the top ten, but on the ensuing green flag he began to move up steadily.

Just like last year, when his car seemed to work best after about 20 laps, he was suddenly the fastest car on the track, and at 23 laps he had overhauled Drinan and Jones, who were still battling for the front spot.

Jones took over on lap 24, but two laps later Kalitta moved inside coming off the fourth corner and was in the lead for good.

He won by 6.5 seconds, with Kenny Irwin passing Drinan for third in the final laps after Jones fell out with mechanical problems.

Stevie Reeves was fourth, followed by Nick Fornoro Jr., Kenneth Nichols, Mel Kenyon, Greg Vernetti, Jim Mahoney, and Pat Bliss.

"I got behind somebody who was oiling bad early," Kalitta said in the IRP Winner's Circle, "and I only had one tearoff, so I fell back a little keeping it cleaned off. Finally I just wiped by shield off. The car was working beautifully, it was designed and built by Don Schilling, of course, and this is just great. After I got by Jones and Drinan, I really didn't know where they were, so I just tried to keep my pace."

It was Kalitta's first-ever USAC feature win.

In the 40-lap feature for the USAC Formula 2000 Series, Tracy moved underneath early leader and fast qualifier Craig Taylor coming off the second turn on the 16th lap, and went on to win by just over four seconds.

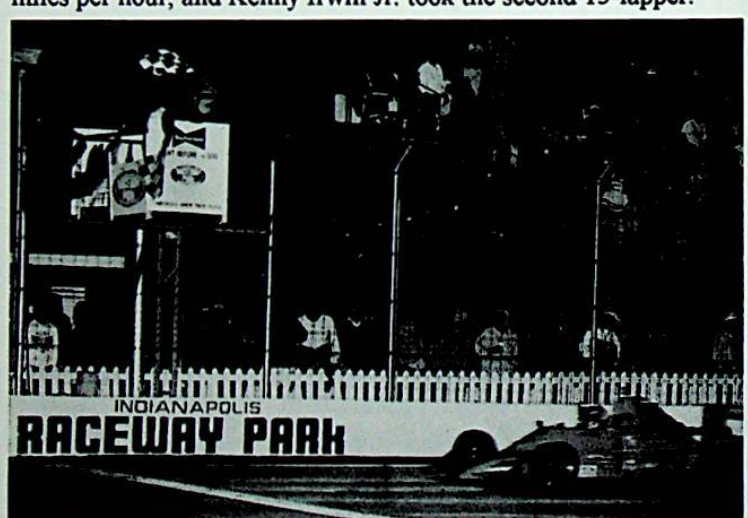
Tracy was followed across the line by Chris Simmons, Greg Moore, Taylor, and Michael Palumbo.

"When we first took off, the motor was a little cold, but when it got hot, we were hooked up really good," he commented. "There was a lot of traffic, but it wasn't too much of a problem the way the car was handling. I could pretty much put it where I wanted to on the track."

Taylor was the evening's fastest qualifier, actually outqualifying the midgets with a time of 21.254 seconds (116.195 mph).

The only driver to do double duty on the evening was Jim Keeker, who won a preliminary qualifying race in the F2000 Series and was seventh in the feature, and placed 17th in the midget feature after encountering mechanical problems. Steve Keister was the winner of the second Formula 2000 qualifying race.

Tyce Carlson set a new 15-lap record in winning the first midget qualifying race, covering the distance at an average speed of 109.814 miles per hour, and Kenny Irwin Jr. took the second 15-lapper.



Greg Tracy outran an excellent field of cars and drivers from all over the United States to win IRP's first-ever USAC Formula 2000 Championship Series feature race and the series' first "East-West Shootout" during the Budweiser Night Before the 500 on the famous superfast oval last May.

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usac midgets

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Loctite USAC Sprint Cars IRP Feature Winners

Date	Distance	Winner
May 28, 1961	30 Laps	A.J. Foyt
July 2, 1961	30 Laps	Parnelli Jones
July 30, 1961	30 Laps	Parnelli Jones
Oct. 15, 1961	50 Laps	Parnelli Jones
May 27, 1962	50 Laps	A.J. Foyt
July 8, 1962	30 Laps	Parnelli Jones
June 30, 1963	100 Laps	Roger McCluskey
June 28, 1964	100 Laps	Don Branson
June 27, 1965	100 Laps	Greg Weld
May 17, 1970	50 Laps	Gary Bettenhausen
May 15, 1971	40 Laps	Sam Sessions
May 13, 1972	40 Laps	Tom Bigelow
May 12, 1973	40 Laps	Lee Kunzman
May 18, 1974	40 Laps	Tom Bigelow
June 8, 1974	40 Laps	Billy Cassella
May 10, 1975	40 Laps	Lee Osborne
June 28, 1975	40 Laps	Rollie Beale
May 16, 1976	40 Laps	Pancho Carter
June 26, 1976	40 Laps	Dana Carter
April 16, 1977	40 Laps	Sheldon Kinser
May 14, 1977	40 Laps	Tom Bigelow
June 25, 1977	40 Laps	Bubby Jones
April 8, 1978	40 Laps	Pancho Carter
May 21, 1978	40 Laps	Rich Vogler
May 10, 1980	40 Laps	Pancho Carter
Aug. 31, 1980	30 Laps	Steve Chassey
July 29, 1988	30 Laps	Greg Staab
Aug. 18, 1988	30 Laps	Steve Butler
June 29, 1989	30 Laps	Wayne Hammond
July 13, 1989	30 Laps	Rich Vogler
Aug. 10, 1989	30 Laps	Gene Lee Gibson
Aug. 24, 1989	30 Laps	Rich Vogler
May 13, 1990	30 Laps	Eric Gordon
June 9, 1990	30 Laps	Jeff Gordon
Aug.18, 1990	30 Laps	Jeff Bloom
May 11, 1991	30 Laps	Gene Lee Gibson
June 8, 1991	30 Laps	Steve Butler
Aug. 17, 1991	30 Laps	Eric Gordon
May 9, 1992	30 Laps	Jim Keeker
June 13, 1992	30 Laps	Eric Gordon

True Value USAC Silver Crown Series IRP Feature Winners

Date	DistanceWinner	
July 13, 1985	150 Laps	Rick Hood
July 13, 1986	150 Laps	Ken Schrader
July 11, 1987	150 Laps	Jeff Bloom
July 9, 1988	150 Laps	Bruce Field
July 8, 1989	75 Laps	Bob Cicconi
	75 Laps	Ken Schrader
June 30, 1990	100 Laps	George Snider
June 29, 1991	100 Laps	Johnny Parsons
June 27, 1992	100 Laps	Jim Keeker

INDIANAPOLIS RACEWAY PARK
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USAC Feature Winners On IRP Road Course

Date	Division	Distance	Winner
June 25, 1961	Road Racing	100 Miles	Lloyd Ruby
		100 Miles	Augie Pabst
July 29, 1962	Road Racing	100 Miles	Roger Penske
		100 Miles	Jim Hall
April 28, 1963	Stock Car	300 Miles	A.J. Foyt
May 3, 1964	Stock Car	300 Miles	Fred Lorenzen
May 2, 1965	Stock Car	300 Miles	Norm Nelson
July 25, 1965	Champ	150 Miles	Mario Andretti
May 1, 1966	Stock Car	300 Miles	Norm Nelson
July 24, 1966	Champ	150 Miles	Mario Andretti
May 27, 1967	Stock Car	300 Miles	Parnelli Jones
July 23, 1967	Champ	150 Miles	Mario Andretti
May 5, 1968	Stock Car	250 Miles	A.J. Foyt
July 21, 1968	Champ	100 Miles	Al Unser
		100 Miles	Al Unser
May 4, 1969	Stock Car	250 Miles	Parnelli Jones
July 27, 1969	Champ	100 Miles	Dan Gurney
		100 Miles	Peter Revson
May 3, 1970	Stock Car	250 Miles	A.J. Foyt

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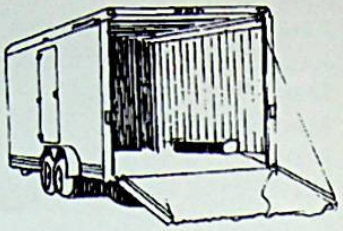

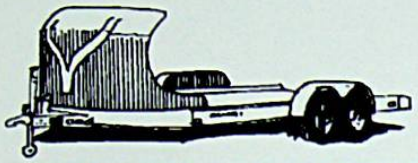

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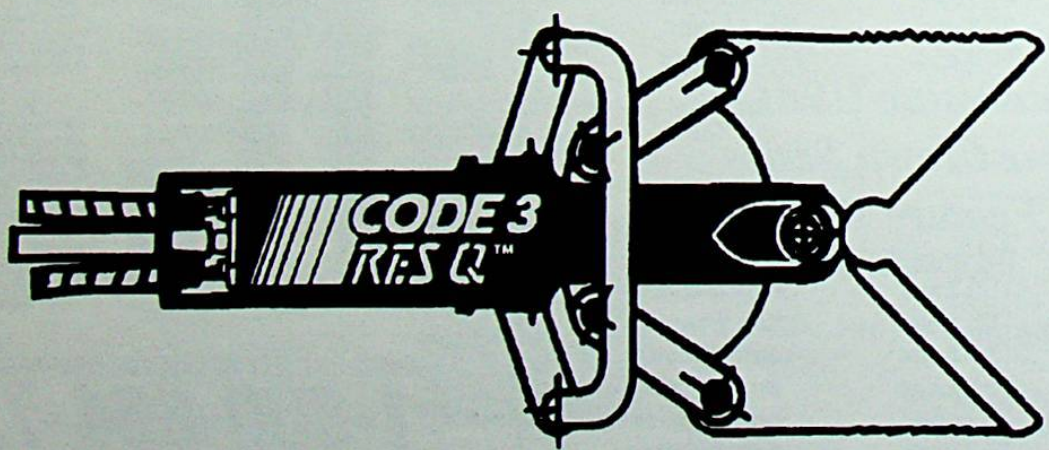


Lingner Group Productions, ESPN Return For Sixth Year Of Televising Events From IRP Oval

Again in 1993, 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 ESPN'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 have continued as "Saturday Night Thunder."

"ESPN takes our racing into millions of homes across the country," comments Lex Dudas, general manager of Indianapolis Raceway Park, "resulting in an increased awareness of our facility and its events - as well as increasing the popularity of oval track racing. Over the past five years, we've come to think of their crew as part of the IRP family."

The professional approach applied to the presentation of motorsports by ESPN, 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 in 1988. These include a renovated lighting system, along with new broadcast booths and camera platforms.

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

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 or 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.

The actual "eyes" of the trailer rest with the chief spotter, who works with the producer and director. Those in the trailer can see only what the cameras show them, and the spotter's job is to literally "feel" the pulse of the race and key the cameras to potential action. The spotter uses a radio scanner, monitoring officials and contestants in order to know in advance when a car is experiencing problems or if a decision is being made which will affect the race.

His position is at the "battle" camera, located at IRP's races on top of the start-finish line tower.

In USAC races at IRP, the chief spotter is Danny (D.O.) Laycock, who works closely with the sanctioning body and track officials in coordinating the coverage of the race program.

Laycock's years of experience in auto racing and the presentation of the sport on television have given him an incredible "feel" for each event as it progresses, allowing him to literally sense action before it occurs - resulting in outstanding TV coverage and a bonus for those watching the broadcast at home.

It is the combination of these people and their expertise which makes ESPN's auto racing coverage the most exciting seen on television.

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.

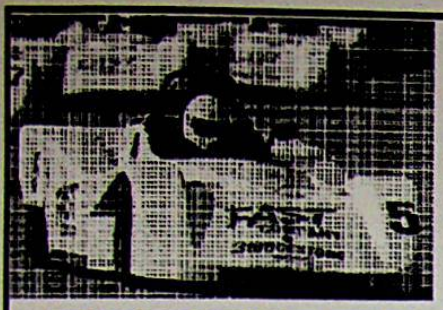
Inside of the third turn is another camera, and this one bring the racing action right into the viewer's living room by picking up the coverage as the cars come out of the second turn and travel down the backstretch into the first turn.

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 was responsible for a whole new perspective for those watching the telecasts.

ESPN's pit reporter, Dave Despain, interviews Jim Keeker during one of the many events televised nationally from the Indianapolis Raceway Park oval during the 1993 season.

Keeker was the winner of the first feature race ever televised live from the oval, taking the checkered flag first in a 30-lap main event for the United States Auto Club Midgets on Thursday evening, June 23, 1988.



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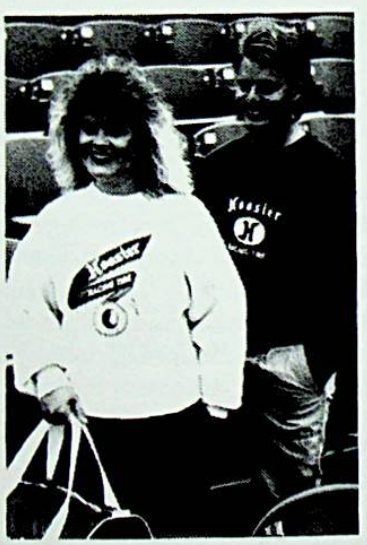

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Simpson Again Sponsors Open Wheel Challenge

The Simpson Open Wheel Challenge, sponsored by the Simpson Race Products of Torrance, Cal. returns for the second year as a season-long competition involving all United States Auto Club open-wheel divisions at Indianapolis Raceway Park.

"We're pleased to again be a part of this program and a part of Championship Racing at Indianapolis Raceway Park," comments Mike Guglielmucci, director of racing for Simpson. "We feel that this is an excellent program, and it gives us the opportunity to continue our efforts to provide incentive for competitors, while at the same time doing something special for all of those racers who have made Simpson a leader in safety equipment and other racing equipment by purchasing and using our products."

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

In the 1992 competition one driver, Jim Keeker, earned points in all types - midgets, sprint cars, championship cars, and the rear-engine Formula 2000 cars.

"This program rewards outstanding performance in all types of open-wheel cars which compete at IRP," Dudas says. "We feel much the same as Simpson, in that 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 'Saturday Night Thunder' series."

The cash awards will be presented to the top five drivers at the 1993 IRP Champions' Banquet, with other awards being presented to the remainder of the top ten in the final standings.

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

The firm is providing 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. "We present a large number of events on our three courses (the oval, world-famous drag strip, and 2.5-mile road course), and their support will make our crews among the best outfitted and best prepared in all of motorsports."

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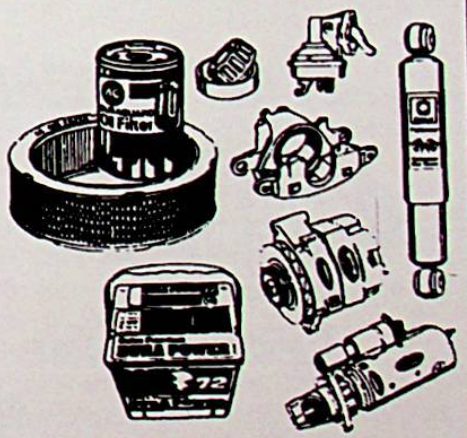

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The National Hot Rod Association

The National Hot Rod Association, which has owned Indianapolis Raceway Park since 1979, is the world's largest automotive sanctioning body with over 70,000 active members.

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 80s.

With the guidance of President and Chief Operating Officer Dallas Gardner, NHRA's staff of 120 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...

L.A. County Fairplex; Pomona, Cal.

NHRA has held a long-term lease for drag racing activity on the Los Angeles County Fairgrounds since the early 1960s, and over the past winter spent more than $3 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.

Gainesville Raceway; Gainesville, Fla.

The home of the Motorcraft Ford Gatornationals, was purchased by NHRA in 1976, and subsequent improvements have resulted in upgrading of the facility on a major scale and continued success for "grass roots" level racing as well as the regional series and the traditional national event early in the season.

Area population amounts to 1.5 million in the Orlando/Jacksonville sector, and the national event is one of the premier early-Spring motorsports events in the southeastern United States.

Indianapolis Raceway Park; Indianapolis, Ind.

The next acquisition came late in 1978, when the sanctioning body stepped in to purchase IRP, where virtually all activity except drag racing had ground to a halt on the famous multi-purpose complex. NHRA's first and most important national event, the NHRA U.S. NATIONALS, had been conducted here since 1961 and insuring the future of that event was a major reason for the purchase. However, improvements have been made to all facets of the facility, and operations have been accelerated significantly over the intervening years.

Renovations since 1978 have involved a total cost of more than four million dollars, and improvements are a continuing process.

Those projects have included construction of the four-story Parks Tower at the drag strip starting line, dedicated in 1983; installation of modern concrete guard walls were installed along the length of the world-famous drag strip in 1985; relocation of the Binford Tower, the original drag strip starting line tower, to a site outside Turn Four of the oval track where it houses two corporate suites in the same year; extensive paving of areas which had previously been grass or gravel-covered in 1987; construction of the Top Eliminator Club grandstand and hospitality area prior to the 1988 NHRA U.S. NATIONALS; and construction of the Winston Concourse on the west side of the drag strip; with 15,000 chairback seats along with new concession and restroom facilities as well as a spectator comfort area unparalleled in motorsports in 1991.

Bakersfield Raceway; Bakersfield, Cal.

In 1989, the NHRA obtained a long-term lease on one of drag racing's most historic facilities, one which had hosted some of the legendary events through the sport's early years.

An extensive program of local racing events and testing is conducted at Bakersfield, and in 1992 the track was fittingly the site of the first "Hot Rod Reunion," an event which proved extremely popular and brought most of the sport's greatest figures together in a single location for the first time in decades.

State Capitol Dragway; Irwindale, La.

This facility, formerly the home of the NHRA Cajun Nationals, was purchased in 1991. Improvements and renovations are in the planning stage, and for the present activity consists of local and regional events.

Atlanta Dragway; Commerce, Ga.

The home of the Fram Southern Nationals, another very popular Spring event on the national Winston Drag Racing Series tour, was purchased by NHRA early in 1993. The facility, under its former owners and with the cooperation of NHRA, had undergone a state-of-the-art capital improvement program over the past five years.

IRP - Serving America's Motorsports

The goal of Indianapolis Raceway Park is the presentation of championship racing and related activities in an attractive and functional setting, and this goal is pursued through the offering of a variety of motorsports events on the facility's various courses.

Quarter-Mile Drag Strip - The **NHRA U.S. NATIONALS**, held each year over the Labor Day weekend, is not only the world's biggest drag racing event as well as the oldest and most prestigious on the National Hot Rod Association's national event schedule, but is one of the largest motorsports presentations of any kind. Up to 1,000 entrants compete for drag racing's most coveted prizes in front of tremendous crowds. The 1992 renewal attracted more than 151,000 fans.

The world's most famous quarter-mile is also the site of a traditional season opener for the Winston Drag Racing Series for sportsman-class racers in NHRA's North Central Division. More than 600 cars and drivers are on hand for three days of competition in the **NHRA Sportsman Nationals** in late April and early May.

The fifth annual Indy **Hot Rod Happening** is on the schedule this year in June, with nostalgia drag racing and "stoplight" drags a part of the activity along with a huge car show, a swap meet, and "cruzin'" with cars from the pre-World War II era through the late 1950s.

Drag racing is also an important part of the nation's largest **Super Chevy Show**, with an all-Chevrolet field. This July event also features an extensive swap meet and one of the nation's largest car shows.

The **Sportsman Fall Classic**, an NHRA National Open event, was added to the IRP calendar in early October during the 1992 season, and returns this year to feature the best in Sportsman-class drag racing.

A new event on the IRP strip, the **Sunoco Shootout**, will feature the popular stock-bodied 200-mph Pro Modifieds for two days of action in early August.

Also for the first time, 1993 brings the famous **Corvette Nationals** to IRP in May, with activity including an all-makes drag race, precision driving events, and a car show.

As they do at tracks all over the United States, "grass roots" racers make up the bulk of each year's activity on the IRP drag strip. Those who consider the sport to be primarily a hobby compete in the **Valvoline E.T. Racing Series**, which is a part of NHRA's nationwide **Firestone-TNN E.T. Tournament**.

This series places more emphasis on driver ability than on horsepower, and a number of very popular events are held for the E.T. racers at IRP. The top performers in the local series earn positions on the team which represents IRP in the **North Central Division Firestone-TNN E.T. Tournament Finals**, which are held here in September.

This event, the world's largest amateur drag race with over 900 pre-qualified entries, brings together drag racers from six states and a part of Canada, as the "weekend warriors" race for individual titles as well as working as part of their own team to win the division championship for their track.

Along with their own competition, the E.T. racers at IRP will be sharing the spotlight with a **Bracket Racing USA Magazine** championship event in May.

In addition to the **Valvoline E.T. Racing Series**, IRP offers Wednesday evening "twilight grudge racing," from June through August, giving would-be competitors a chance to try their hand at the world's quickest and fastest motorsport in a safe environment.

.686-Mile Oval Track - Activity gets underway in early May with the first event in the **Clark Oil Racing Series**, featuring the USAC Skoal/Copenhagen Midgets. Four additional events, all on Saturday evenings, are part of this series, which will culminate with the **Clark Racing Series Championship Finale** in August.

First appearance for the USAC Loctite Sprint Car Series will be in the fifth annual **Village Pantry/Skoal Bandit Racing Indyana Sprint Classic**, in May The sprint cars return in July on consecutive weeks for the **Sunoco Race Fuels Sprint Classic** and the **Summer Sprint Classic**.

One of the oldest traditional events on the American racing calendar, the **Budweiser Night Before the 500**, sees its 48th running this year, with stars of the new rear-engine USAC Formula 2000 class joining the USAC Midgets in the spotlight.

The traditional upright and uniquely American USAC Valvoline Silver Crown Championship Series cars will return in June for the ninth annual **Mello Yello 100**.

A new and popular type of car, the IMCA Modified Stock Cars, as part of the E-Mod Championship Tour, will make two appearances on the IRP oval this year, the first as part of a regular **Clark Racing Series** event in conjunction with the USAC Midgets, and the second in their own two-day **Super Nationals** event, which is expected to attract entries from all over the United States, in late August.

The oval track schedule reaches a peak when the NASCAR Busch Grand National Series returns for the twelfth annual **Kroger NASCAR 200** in late July. This event, which has become the premier short track stock car race in the Midwest in its relatively brief history, will feature a special practice, pole qualifying, and the third annual **K&K Insurance Group Grand National Pit Crew Challenge** on Friday evening, with the traditional **Yellow Cab Qualifier** and the 200-lap feature following the second qualifying session on Saturday.

Any discussion of 1993's events on the oval track would be incomplete without listing the inaugural **Fast Masters Championship**, a spectacular new series which will feature driving greats of the past competing in identically-prepared Jaguar XJ220-C automobiles. Fifty drivers, all of whom are fifty years of age or older, will compete in five separate preliminary rounds, all of which will be part of ESPN "Saturday Night Thunder" presentations at IRP, and the top two will return for the championship round in August.

2.5-Mile Road Course - Action began in April with the Spring visit of the Western Eastern Roadracers Association motorcycles and an SCCA National. The SCCA sports car classes return for the annual **Indy Grand Prix**, a prestigious national, in July, and a regional event in September.

Something new in the way of competition on the famous 15-turn course is part of this year's schedule, as the **Kendall GT-1/Bosch Classic** in May brings the IMSA Firestone Firehawk Endurance Series to IRP for the first time. The two-day event featuring all three Firehawk classes will culminate in a three-hour endurance event which will finish at 10:00 p.m. - bringing nighttime competition to the IRP course for the first time in its history.

The Skip Barber Racing Series presents a competitive event in June on the course. Along with this race, the Skip Barber Racing School conducts a number of sessions each year at IRP for both novice and experienced drivers.

A WERA Pro Series presentation in August will bring the motorcycles back for their second appearance, and the annual Enduro Championship event for go-karts closes the road racing season in October.

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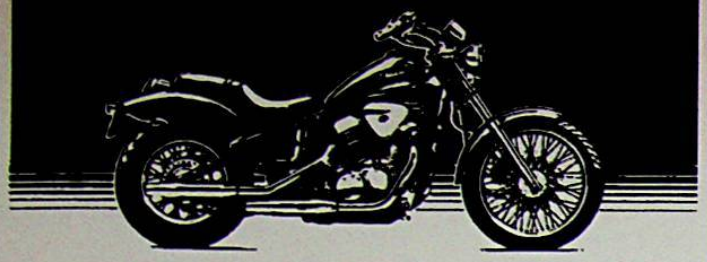

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"America's Great Race Place" Began As A Dream For Three Men Who Wanted A New Track In Area

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.

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

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

The original dream of a half-mile dirt oval came to pass and it opened in May of 1961, but following the opening event (which saw Roger McCluskey's sprint car flip on the first lap), the developers decided to pave the track and expand it.

What they had in mind was a more interesting size of about 5/8 mile, and the result of the expansion was a track of .686-mile in length, with long, sweeping turns which are made to order for close competition.

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

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

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

Parks' approval of the new facility led to a three-year contract, then to a ten-year pact.

With this turn of events, IRP's board of directors felt confident about the potential of the drag strip, and turned their attention toward road racing.

The first event on the course was an SCCA regional in the Spring of 1961, followed by the Hoosier Grand Prix and the Indy 200, 100, and 150.

In 1963 came the Yankee 300 and Yankee 250 as the road course played host to Indy Cars and stock cars sanctioned by the United States Auto Club as well as the SCCA sports car competitors.

Through the years, many forms of racing have been presented on all three tracks, including a weekly Friday night stock car program on the oval at one time.

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

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

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

NHRA appointed Bob Daniels, who had assisted with construction of the drag strip, as the general manager of the facility, with the goal of constant improvement.

After twelve years at the helm, Daniels retired following the 1991 season, and Lex Dudas, formerly director of NHRA's Southeast Division, assumed the position of general manager.

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

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

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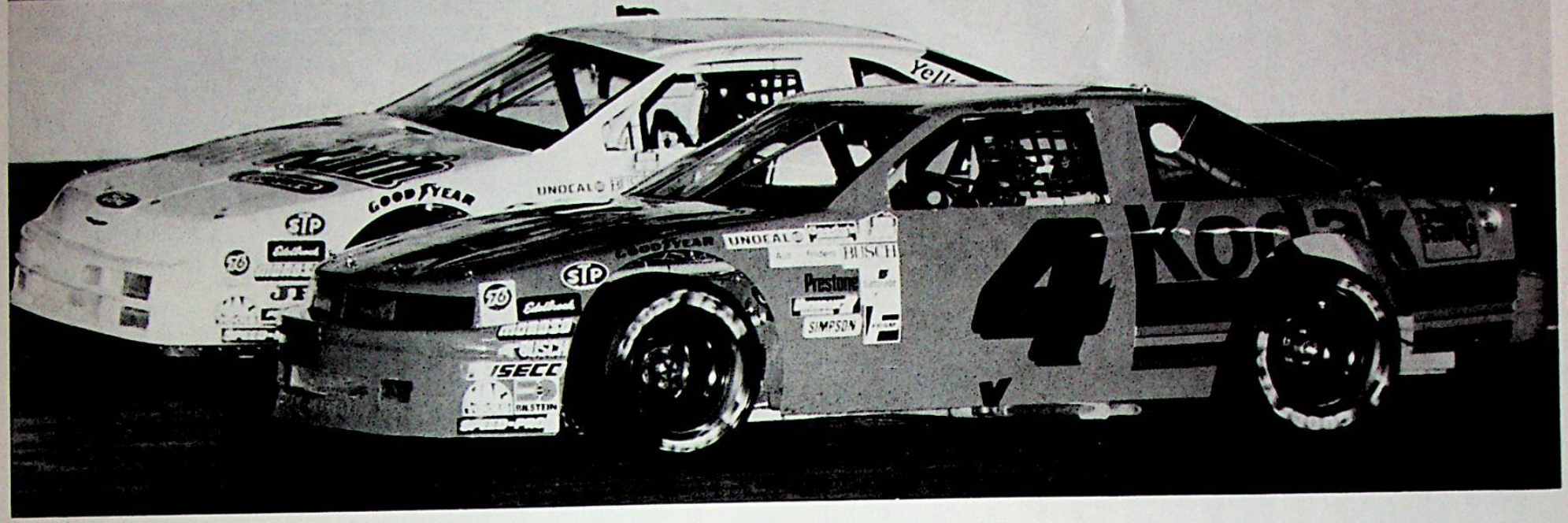

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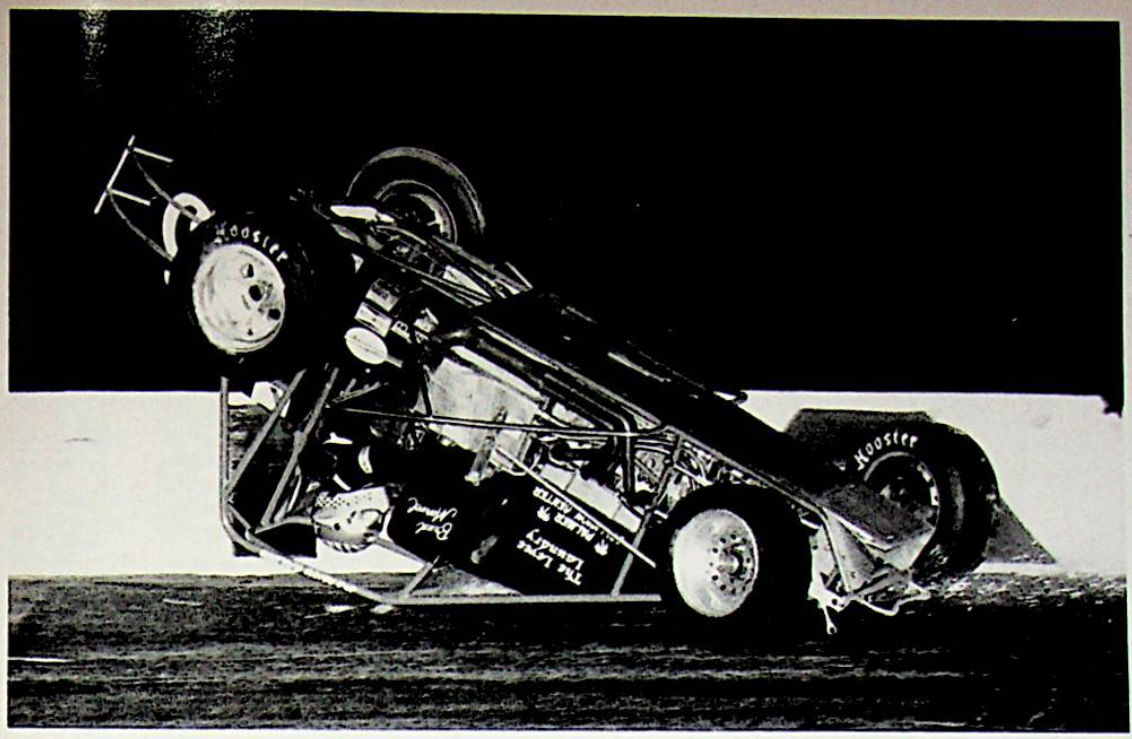


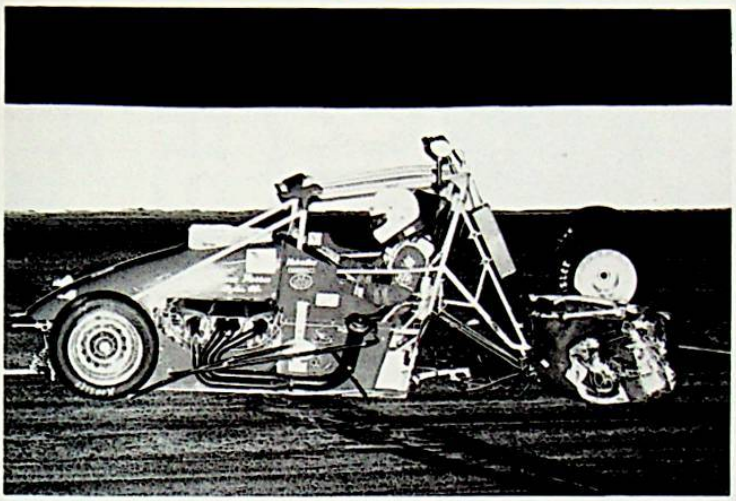
Wild Ride

Robbie Stanley took one of the most spectacular rides in the history of the Indianapolis Raceway Park oval during last year's Indyana Sprint Classic.

After touching wheels with another competitor on the back-stretch during a tremendous battle in the 30-lap feature, Stanley's car went up on the wall, then dropped back on to the track.

On its roll cage and nose, the car slid more than 800 feet, finally coming to rest on the inside of the track between the third and fourth turns.

Stanley was unhurt, and car damage was minimal.

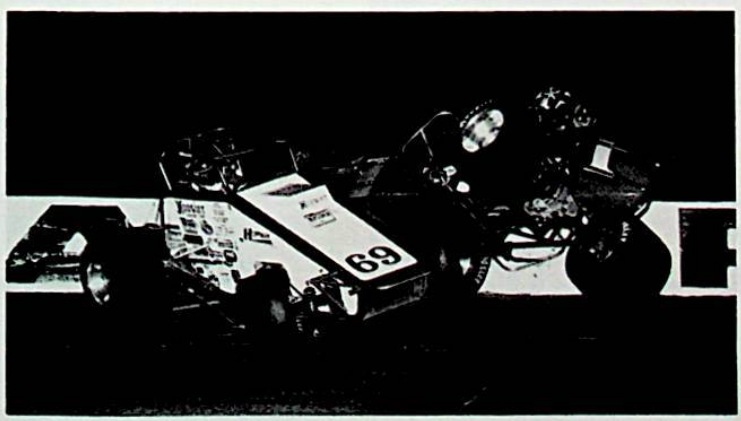


Stevie Reeves took his first USAC Sprint Car ride in last year's Indyana Sprint Classic.

During a heat race, Reeves backed into the third turn wall, with the resulting impact virtually destroying the car, which was owned by John Capels, now USAC's director of competition.

The track-sweeping truck placed into service at Indianapolis Raceway Park during the 1992 season was officially christened as the "SuperClean SuperSweeper," in honor of the firm sponsoring the equipment. Fittingly, it's a bright shade of purple because of SuperClean's slogan, "That Purple Stuff."

The sweeper, mounted on a 1991 GMC 3/4-ton pickup chassis provided by GMC Truck Division of General Motors Corporation, was installed by Scwartze Industries of Huntsville, Ala.



Steve Butler (69) and Jim Mahoney tangled at the entrance to the third turn in one of several incidents during the 1993 running of the Indyana Sprint Classic on the IRP oval.

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38th Annual NHRA U.S. NATIONALS Set On IRP Drag Strip Sept. 2-6, 1993

For the 33rd consecutive year, more than 1,000 competitors will descend on Indianapolis Raceway Park in the first week of September, seeking to record their name among those who have won the most coveted titles in drag racing.

Attracting these professional and sportsman racers to Indianapolis for the Labor Day weekend is the 38th annual NHRA U.S. NATIONALS, drag racing's oldest, richest, and most prestigious national event.

Only those who can emerge victorious against the toughest competition to be offered in motorsports' quickest and fastest form earn championships in this biggest of all drag races.

The NHRA U.S. NATIONALS was the first event in drag racing to offer a purse and contingency awards totalling more than one million dollars, and the amount has grown to well over $1.5 million. The event remains one of only a few in motorsports to offer awards at that level.

There's more than money on the line, however.

An NHRA "Oscar," the traditional award for national event winners, is one of the most sought-after trophies in motorsports. One of these statuettes presented in the Winner's Circle at Indianapolis Raceway Park means as much to most competitors as the purse. The reason for this is because the event is NHRA's oldest, having begun on an airfield in Great Bend, Kansas in 1955, and over the past 37 years it has attained a status which borders on legendary - suitable for comparison with the greatest races in any form of competition.

"There is only one NHRA U.S. NATIONALS," comments Steve Evans of Diamond P Sports, who serves on the television crew for NHRA's national events. "It's the biggest drag race on this planet. This is the one everybody wants to win. It's where the best are at their best, and everybody throws everything they've got into the game."

Another comment from Don (Snake) Prudhomme indicates the stature which the event occupies in the minds of drag racing contestants.

"It's the Nationals. It's Indy. You have to give it everything you've got. There is no other race like this one. You know you have achieved something special when you win it."

Since Prudhomme won two Top Fuel titles at the event before switching to Funny Car and taking four more, his opinion is worthy of respect.

Another competitor, the only driver with more NHRA U.S. NATIONALS victories than Prudhomme in the Funny Car ranks, has a very strong opinion about this race when asked to compare it to other drag races.

"You can't consider it just another drag race, because there is no way it is it just another drag race, or that it is just like any other drag race. This one is special, and we all feel that way about it. Everybody is here, and they're all using everything they've got. We all want to be the winner here. If you don't get excited about this one, there's nothing that can get you that way. Every time I've won it's been very, very special to me."

That comes from Ed (Ace) McCulloch, who has won the event five times in a Funny Car, and earned his first Top Fuel title in 1992.

The event began as NHRA's only national event in 1955, when it was called the National Championship Drag Races and was presented on that runway at Great Bend.

It moved to Kansas City, Missouri in 1956, Oklahoma City in 1957 and 1958, and Detroit, Michigan in 1959 and 1960 before finding its permanent home at Indianapolis Raceway Park to stay in 1961.

A pair of visions, appropriately on the part of a pair of motorsports pioneers, combined to bring the event to the facility which has become its permanent home.

Wally Parks was an automotive journalism pioneer, and was one of a very few who could foresee the days when the people called "hot rodders" would be able to race their cars in venues where safety was a primary consideration, and where their efforts would be rewarded.

He had organized the National Hot Rod Association, and in the early 1960s he was watching his dream slowly grow toward maturity.

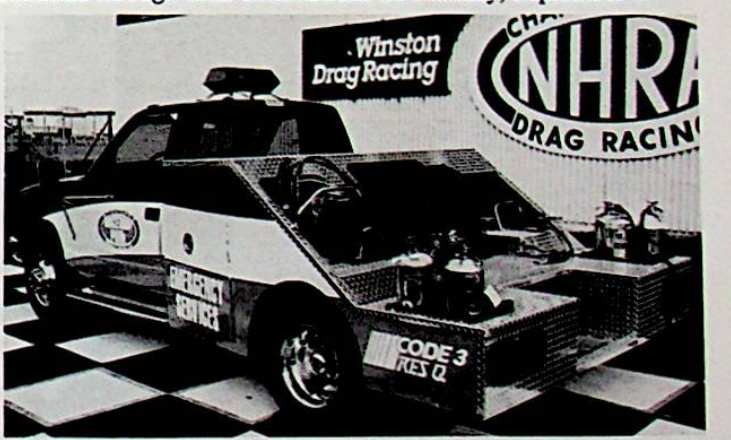
Tom Binford of Indianapolis, one of the original founders of Indianapolis Raceway Park and a man who believed in the multi-purpose concept of the facility and its value to the racing world, also had a dream.

He knew the facility could meet the needs of NHRA perfectly, and he felt it appropriate that the organization's premier event should be presented in the city which was already known for a rich racing heritage as the home of the world's largest sporting event - the Indianapolis 500.

The two met under a shade tree at Detroit, and an agreement was reached. As a result, the NHRA U.S. NATIONALS came to Indianapolis Raceway Park in 1961, and it has remained at this location since.

The National Hot Rod Association purchased the property in 1979, and the event is now even more firmly entrenched as a part of Indianapolis' busy sports scene.

This year's event will begin on Thursday, September 2, and will continue through final eliminations on Monday, September 6.



A cooperative venture on the part of Indianapolis Raceway Park and Code 3 Rescue Tools resulted in a modern fire-fighting and rescue truck being put into service at IRP events in the latter half of the 1992 season. Code 3 installed the new bed and safety equipment on a 1991 GMC 3/4-ton pickup bed.

The truck is actually a smaller version of a fire department pumper, with special equipment added to satisfy the needs of a racing facility.

Code 3 provides the official rescue tools of Indianapolis Raceway Park, and the equipment carried on the new truck has greatly increased the capability of the IRP crews.

USAC DRIVERS

DONNIE ADAMS
Alexandria, Ind.

BRUCE FIELD
Lockport, Ill.

TOM BIGELOW
Winchester, Ind.

JEFF BLOOM
Bangor, Mich.

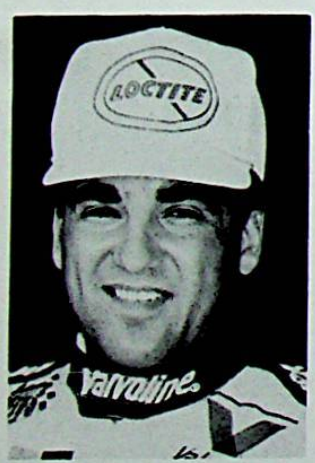
STEVE BUTLER
Kokomo, Ind.

GARY CAMERON
Tulsa, Okla.

BOB CICCONI
Prospect Park, Pa.

PETER COZZOLINO
Westbury, Conn.

TONY ELLIOTT
Kokomo, Ind.

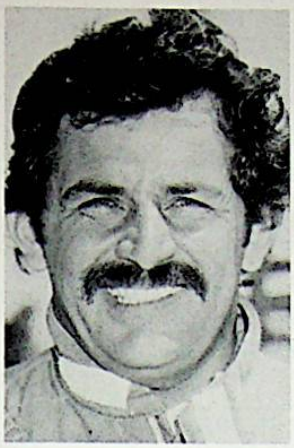


CARY FAAS
Yorba Linda, Calif.

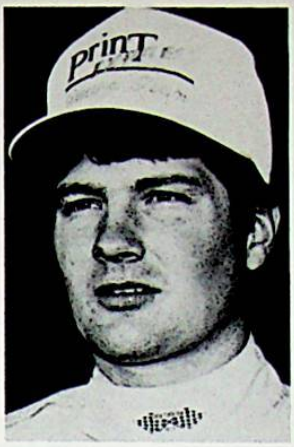
RUSS GAMESTER
Peru, Ind.

ERIC GORDON
Greenfield, Ind.

USAC DRIVERS



JACK HEWITT
Troy, Ohio



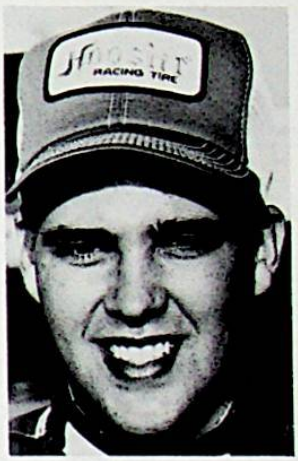
TRAY HOUSE
Chesterfield, Ind.

DOUG KALITTA
Ann Arbor, Mich.

JIM KEEKER
Cicero, Ind.

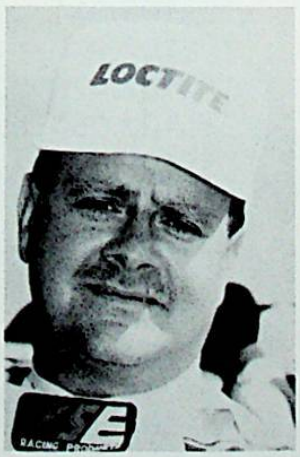
JIM MAHONEY
Peru, Ill.

BRAD MARVEL
Brownsburg, Ind.

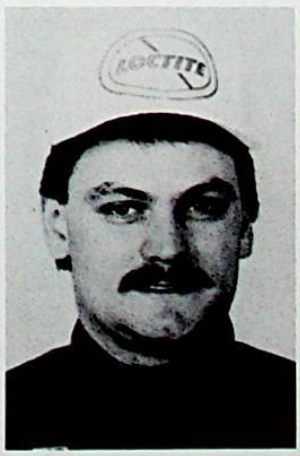


JASON MCCORD
Chesterfield, Ind.

JOHNNY PARSONS
Indianapolis, Ind.



GREG STAAB
Cincinnati, Ohio



JON STANBROUGH
Danville, Ind.

ROBBIE STANLEY
Brownsburg, Ind.

TONY STEWART
Rushville, Ind.

Track Records - IRP Oval - .686 Mile

(Established in official qualifications)

ARCA (Automobile Racing Club of America)	Stock LM	Lee Raymond; July 7, 1984 24.450 Seconds - 101.086 MPH
ASA (American Speed Association)	Stock Car	Bob Senneker; June 10, 1989 21.964 Seconds - 112.439 MPH
	Gran Marque	Ken Harrison; Sept. 26, 1987 24.161 Seconds - 102.214 MPH
IMCA (International Motor Contest Association)	Modified	Rick Tomasik; July 27, 1989 24.914 Seconds - 99.125 MPH
NASCAR (National Assn. for Stock Car Auto Racing)	Grand National	Ward Burton; August 2, 1991 22.346 Seconds - 110.516 MPH
	Modified	Mike McLaughlin; May 13, 1989 20.994 Seconds - 117.634 MPH
SCCA (Sports Car Club of America)	Formula Ford	Greg Gray; May 26, 1982 22.814 Seconds - 108.249 MPH
	Super Vee	Mark Smith; May 27, 1989 19.581 Seconds - 126.122
USAC (United States Auto Club)	Midget	Jeff Gordon; August 11, 1990 21.194 Seconds - 116.523 MPH
	Sprint Car	Jeff Gordon; June 9, 1990 20.268 Seconds - 121.847 MPH
	Silver Crown	Rich Vogler; July 8, 1989 20.868 Seconds - 118.344 MPH
	Formula 2000	Craig Taylor; May 23, 1992 21.254 Seconds - 116.195 MPH
	Stock Car	Joe Ruttman; August 3, 1980 23.850 Seconds - 103.547 MPH

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	(24.696 = 100 MPH)	

QUALIFICATIONS

No.	Driver	Lap 1	Lap 2

Formula 2000 East Drivers Seeking Revenge In 2nd IRP 'Shootout' For USAC Series

by LINDA MANSFIELD

The East is out for revenge, and the West wants to prove that victories in two previous "shootouts" were not flukes.

It might be a battle unlike any since the showdown at the OK Corral.

The USAC Formula 2000 Championship Series feature which is part of the Budweiser Night Before the 500 program will showcase the stars of both the East and West divisions in a 50-lap main event. Last year, Greg Tracy, a regular in the West, won the shootout at IRP. Greg Moore, who went on to take the West championship, came out on top in the second shootout, held in August at Heartland Park Topeka in Kansas.

Moore won't be racing at Indianapolis Raceway Park because he's done something that the series was designed to promote - advance up racing's ladder. He's running the Indy Lights series this year, with the hope of someday making it to the Indy 500.

At press time, was planning to run a midget for long-time car owner Fred Gerhardt this season. He may run some sprint car and USAC F2000 West races too, and hopes to run selected Indy Light or Toyota Atlantic events as well as a full slate of midget races in 1994.

So it's anybody's guess who will emerge victorious in the USAC Formula 2000 Championship Series feature on the fast IRP oval.

The four-year-old West division, promoted by Doug Powell's P&P Promotions of Del Mar, Calif., is counting on drivers like Dave DeSilva, Sam Schmidt, and Doug Boyer to replace Moore and Tracy as leaders of the group at IRP.

DeSilva won a Formula 2000 West race on May 9 and now trails leader Randy McDaniel by only three points heading into the Budweiser Night Before the 500. McDaniel is not expected to compete at IRP because of business commitments.

The two-year-old East division, promoted by Mike Foschi and Dan Andersen's Formula Motorsports of Hackensack, N.J., is led by defending USAC F2000 East champion Chris Simmons, who got his start in racing at the age of seven in quarter-midget competition. He led from wire-to-wire in the division's season opener on April 18 at Atlanta Motor Speedway, and looks tough.

Three of the top five USAC F2000 East drivers from last season return for 1993. Last year's series runnerup, Kevin West, is always strong, as is Mike Andersen, who finished fourth overall last year earned his first podium finish last month at Atlanta.

Other drivers knocking on Simmons' door include David Webb, Chris Fahan, Jeret Schroeder, Lance Norick, Douglas Leaman, Matthew Connolly, and Canadian ice racing superstar Jacek Mucha.

Local interest is provided by Indianapolis' own Henry Najem and John Hays of Carmel.

Another fast driver is 18-year-old Clay Collier of Sachse, Texas. He competed in three USAC F2000 West races in 1992 and had two top 10 finishes, and he was fast in the USAC F2000 East season opener. He plans to run the division's full schedule this year.

Not all USAC F2000 drivers are youngsters; many are businessmen who just love to race formula cars. Frank Bernstein, 52, was driving race cars long before some of his USAC F2000 East rivals were born, and he's celebrating his 31st year of competition. Not surprisingly, he's a big fan of another dynamic veteran - NASCAR superstar Harry Gant.

The competition is sure to be tight, since the cars are all powered by the same Ford-based 2000cc four-cylinder engine. Tires keep the field equal too, since everyone must run on the specified series tires, manufactured by Hoosier Racing Tire of Lakeville, Ind. A third equalizer is the fuel, as all must use Sunoco unleaded racing fuel.

The series was designed to give drivers experience in rear-engined, winged race cars which race on ovals as well as road courses. The natural progression from USAC Formula 2000 competition is Indy Lights and then the Indy cars. The route works, as Indy car drivers Paul Tracy and Scott Goodyear both used the Formula 2000s to gain valuable experience.

USAC is hoping that traditional "grass roots" open-cockpit sprint and midget drivers will give the series a try and have an avenue to get to Indy. That opportunity now tends to go to the road-racing set (both nationally and internationally) for two primary reasons - road racers have more rear-engined experience, and currrently more Indy car races are held on road courses (10) than ovals (six).

Since ovals like IRP are used in addition to road courses in USAC F2000 competition, both types of drivers have an equal chance. Last year sprint car and midget star Jim Keeker was entered in both the midget and the Formula 2000 portions of the "Budweiser Night Before the 500" program.

Budweiser Night Before the 500 Feature Race Winners

16th Street Speedway

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

Kokomo Speedway

1959	USAC Midgets	Gene Force
1960	USAC Midgets	Jimmy Davies
1961	USAC Midgets	Jimmy Davies

Indianapolis Speedrome

1962	USAC Midgets	Jimmy Davies
1963	USAC Midgets	Mel Kenyon
1964	USAC Midgets	Chuck Rodee

Kokomo Speedway

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

Indianapolis Raceway Park

1969	USAC Midgets	Bob Wente
		Henry Pens
1970	USAC Midgets	Lee Kunzman
1971	USAC Midgets	Jimmy Caruthers

Indiana State Fairgrounds

1972	USAC Midgets	Tom Bigelow
		Pancho Carter
1973		Rained Out

Indianapolis Raceway Park

1974	USAC Midgets	Tommy Astone
1975	USAC Midgets	Bill Englehart
1976	USAC Midgets	Bob Wente
1977	USAC Midgets	Mel Kenyon
1978	USAC Midgets	Rich Vogler

Indianapolis Speedrome

1979	USAC Midgets	Jeff Nuckles
		Sleepy Tripp

Indianapolis Raceway Park

1980	USAC Midgets	Mel Kenyon
1981	USAC Midgets	Mack McClellan
1982	USAC Midgets	Greg Leffler
1983	USAC Midgets	Ken Schrader
1984	USAC Midgets	Steve Lotshaw
1984	USAC Formula Fords	Steve Ice
1985	USAC Midgets	Nick Fornoro Jr.
1985	SCCA Super Vees	Mike Hooper
1986	USAC Midgets	Sam Isenhower
1986	SCCA Super Vees	Didier Theys'
1987	USAC Midgets	Nick Fornoro Jr.
1987	SCCA Super Vees	E.J. Lenzi
1988	USAC Midgets	Jack Calabrase
1988	SCCA Super Vees	Mike Smith
1989	USAC Midgets	Jeff Gordon
1989	SCCA Super Vees	Mark Smith
1990	USAC Midgets	Jeff Gordon
1991	USAC Midgets	Mike Fedorcak
1992	USAC Midgets	Doug Kalitta
1992	USAC Formula 2000	Greg Tracy

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USAC FORMULA FORD 2000 EAST/WEST RACE RESULTS: May 29, 1993 -- Indianapolis, Indiana -- Indianapolis Raceway Park

QUALIFICATIONS: 1. Jeret Schroeder, 96, Schroeder-21.485; 2. Clay Collier, 18, Col-Met Racing-21.531; 3. David DeSilva, 24, DeSilva-21.574; 4. Chris Simmons, 1, Sotare Racing-21.795; 5. Dan Faucetta, 99, Faucetta-21.817; 6. Kevin West, 87, Wesczek-21.922; 7. Mike Andersen, 15, South Shore Racing-21.987; 8. Bob Layman, 71, Layman-22.004; 9. David Conyers, 37, Westrack-22.012; 10. Bob Knox, 8, STARS-22.013; 11. Sam Schmidt, 7, CSI Motorsports-22.072; 12. Doug Boyer, 20, Pfeiffer Ridge-22.095; 13. Eduardo Oliveira, 10, Weld/Banespa-22.162; 14. Greg Tracy, 4, Spirit Racing-22.240; 15. Rick Costin, 36, Costin-22.324; 16. John Renda, 15x, Renda-22.399; 17. Mike Faulknor, 5, Faulknor-22.409; 18. David Webb, 13, Webb--22.416; 19. Robert Berger, 44, Berger-22.442; 20. Marcello Gaffoglio, 31, CHE-22.483; 21. Stewart Paterson, 2x, Spirit Racing-22.509; 22. Bruce May, 88, May-22.614; 23. John Hays, 50, Hays-22.683; 24. Jim Belay, 12, Ambrit Autosport-22.692; 25. Steve Thompson, 80c, Miller-22.760; 26. Larry Vatri, 25, Vatri-22.780; 27. Wally Szymanski, 26, Executive Autosport-22.801; 28. Lance Schwartz, 38, F.U.R.I.-22.835; 29. John Rutherford, IV, 33, L & R-22.852; 30. Kris Wilson, 28, Horizon-22.971; 31. Lance Norick, 3, L & R Racing-23.153; 32. Stan Townes, 0, STARS-23.301; 33. Ricky Rutt, 22, Executive Autosport-23.353; 34. Henry Najem, 17, Najem-23.450; 35. Ad Moosdijk, 27, Connolly Racing-24.181; 36. Matt Karzen, 2, Karzen-24.770.

FIRST HEAT RACE: (15 laps) 1. Oliveira, 2. Schmidyt, 3. Berger, 4. Faulknor, 5. Costin, 6. Thompson, 7. Hays, 8. Moosdijk, 9. Karzen, 10. Rutherford, 11. Szymanski, 12. Rutt. NT

SECOND HEAT RACE: (15 laps) 1. Boyer, 2. Tracy, 3. Wilson, 4. Gaffoglio, 5. May, 6 Vatri, 7. Renda, 8. Webb, 9. Swartz, 10. Townes, 11. Belay, 12. Norick, 13. Najem. 5:35.13

FEATURE: (40 laps) 1. Collier, 2. DeSilva, 3. Schmidt, 4. West, 5. Andersen, 6. Gaffoglio, 7. Faucetta, 8. Conyers, 9. May, 10. Layman, 11. Hays, 12. Wilson, 13. Thompson, 14. Faulknor, 15. Boyer, 16. Renda, 17. Simmons, 18. Schroeder, 19. Tracy, 20. Vatri, 21. Costin, 22. Knox, 23. Berger, 24. Oliveira. NT

FEATURE LAP LEADERS: Laps 1-21 Schroeder, Laps 22-23 Simmons, Laps 24-40 Collier.

NEW FORMULA FORD 2000 WEST POINTS: 1-DeSilva-52; 2-Randy McDaniel-38; 3-Gaffoglio-36; 4-Boyer-33; 5-Schmidt-28; 6-Faulknor-26; 7-Conyers-25; 8-Peter Hastrup-24; 9-Phil Katzakian-14; 10-Mark Jarenko-10.
NEW FORMULA FORD 2000 EAST POINTS: 1-Andersen-27; 2-West-23; 3-Simmons-22; 4-Webb-17; 5-Norick-13; 6-Mucha-12; 7-Matt Connolly-9; 8-Schroeder & May-8; 10-Layman & Rick Brunner-7.

NEXT FORMULA FORD 2000 WEST RACE: June 20 - Mead, CO - Mountain View Motorsport Park
NEXT FORMULA FORD 2000 EAST RACE: June 5 - Watkins Glen (NY) Circuit

COPENHAGEN/SKOAL RACING USAC NATIONAL MIDGET RACE RESULTS: May 29, 1993 -- Indianapolis, Indiana -- Indianapolis Raceway Park -- 48th Budweiser "Night Before the 500"

QUALIFICATIONS: 1. Mike Bliss, 6p, Potter-21.714; 2. Brian Gerster, 21, Gerster-21.720; 3. Tony Stewart, 4, Helmling-21.757; 4. Jim Hettinger, 5b, Bilby-21.758; 5. Jimmy Sills, 4d, Calderwood-21.789; 6. Kenneth Nichols, 81, Nowicke-21.844; 7. Stevie Reeves, 9, Lewis-21.883; 8. Dan Drinan, 33az, Drinan-21.938; 9. John Heydenreich, 92, Wildgoose-21.939; 10. Johnny Parsons, 11v, Mortgage Group-21.945; 11. Ted Hines, 25, BC Racing-21.982; 12. Kenny Irwin, Jr., 7k, Irwin-21.997; 13. Steve Barth, 14b, Barth-22.043; 14. Terry Goff, 95, Slinkard-22.099; 15. Tyce Carlson, 41, Griffith-22.107; 16. Mel Kenyon, 3k, 3-K-22.185; 17. Rob Parish, 22x, Givens-22.229; 18. Andy Michner, 6m, JS Distributing-22.328; 19. Chuck Leary, 31t, Leary-22.360; 20. Page Jones, 71, Jones/Howard-22.363; 21. Mike Bymaster, 27, Bymaster-22.393; 22. Jack Runyon, 7R, Runyon-22.407; 23. John Murphy, 2c, Covington-22.414; 24. Jeff Sands, 62z, Sands-22.427; 25. Mike Mason, 7, Mason-22.573; 26. Mike Hurst, 91, Hurst-22.579; 27. Dick St. John, 24, BC Racing-22.603; 28. Andy Pierce, 83, Pierce-22.647; 29. Jeff Howerton, 23, Howerton-22.758; 30. Chris Malone, 7m, Malone-22.792; 31. Norm Young, 11Y, Young-22.795; 32. Perry Younce, 51, Younce-22.903; 33. Randy Tolsma, 61, Howard-22.948; 34. Randy Koch, 3, Fillner-23.063; 35. Bob Cicconi, 46, Gamester-23.074; 36. Pat Bliss, 99, Bliss-23.510; 37. Mark Amenda, 4L, Amenda-24.172; 38. Ronnie Johncox, 5t, Johncox-24.286; 39. Dale Ballinger, 6x, Ballinger-26.683; 40. Brian Severs, 23s, Michael-NT; 41. Bill Baue, 24b, Baue-NT.

FIRST LAST CHANCE RACE: (15 laps) 1. T.Hines, 2. Barth, 3. Mason, 4. Howerton, 5. Parish, 6. Bymaster, 7. Cicconi, 8. Carlson, 9. Tolsma, 10. Murphy, 11. Amenda, 12. Leary, 13. Ballinger, 14. Heydenreich, 15. Reeves, 16. Baue, 17. St. John, 18. Young. NT

SECOND LAST CHANCE RACE: (15 laps) 1. Drinan, 2. Parsons, 3. Irwin, 4. Michner, 5. Goff, 6. Jones, 7. Runyon, 8. Hurst, 9. Younce, 10. Pierce, 11. Sands, 12. P.Bliss, 13. Koch, 14. Kenyon, 15. Johncox, 16. Severs, 17. Malone. NT

FEATURE: (50 laps) 1. Bliss, 2. Sills, 3. Hettinger, 4. Michner, 5. Irwin, 6. Stewart, 7. Barth, 8. Parsons, 9. T.Hines, 10. Carlson, 11. Tolsma, 12. Goff, 13. Nichols, 14. Hurst, 15. Mason, 16. Runyon, 17. Bymaster, 18. Howerton, 19. Younce, 20. Gerster, 21. Parish, 22. Cicconi, 23. Jones, 24. Drinan. NT

**Parish flipped during the first "last chance" race.

FEATURE LAP LEADERS: Laps 1-50 Bliss.

NEW NATIONAL MIDGET POINTS: 1-Irwin-133; 2-Stevie Reeves-112; 3-Michner & Bliss-96; 5-Stewart-91; 6-Nichols-66; 7-Parsons-61; 8-Runyon-46; 9-Barth-45; 10-Kenyon-41.

NEXT NATIONAL MIDGET RACE: June 5 - Lawrenceburg (IN) Speedway)