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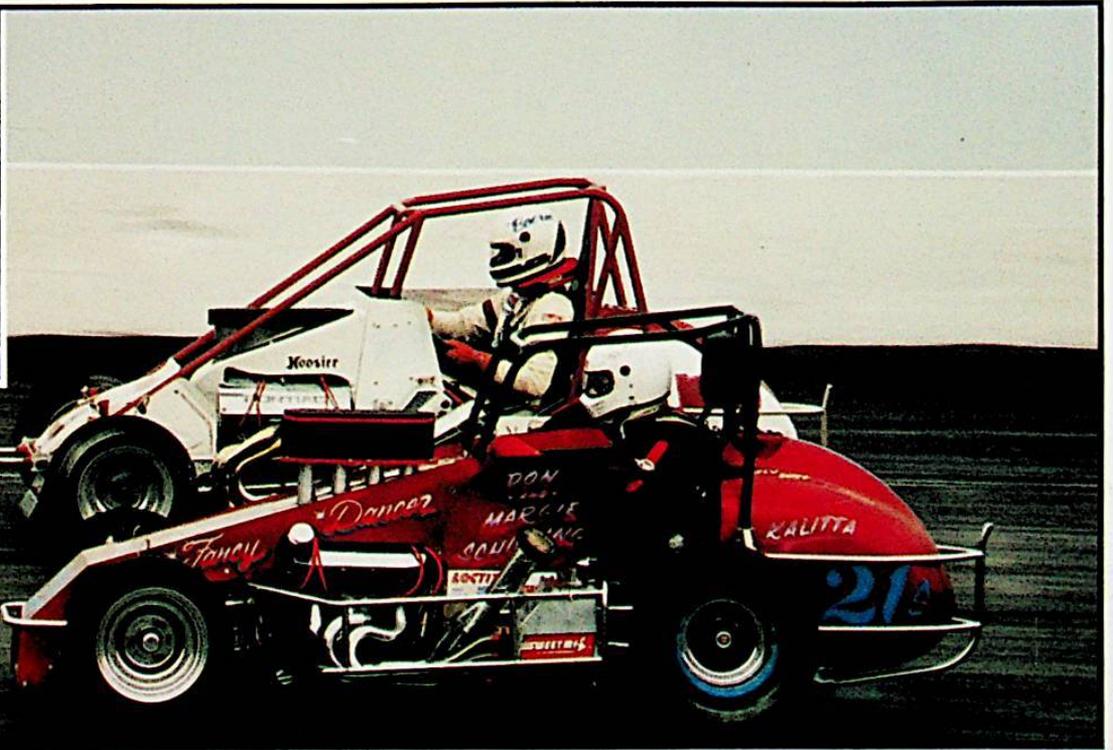
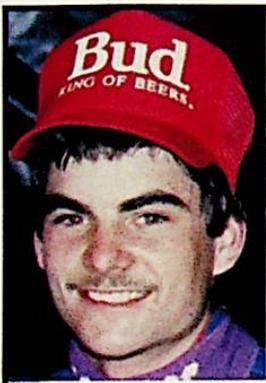
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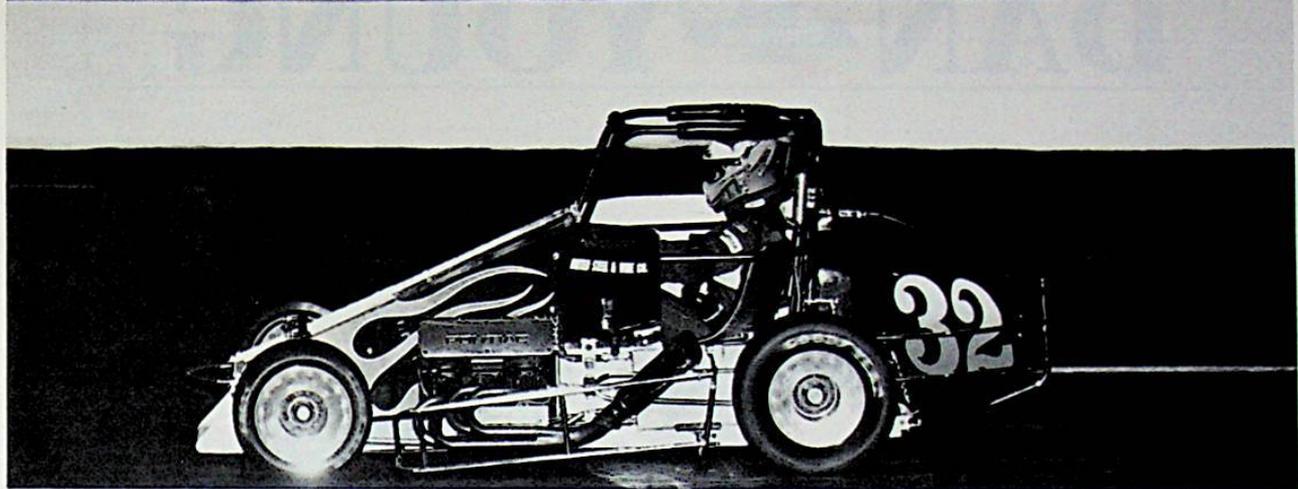
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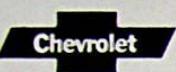
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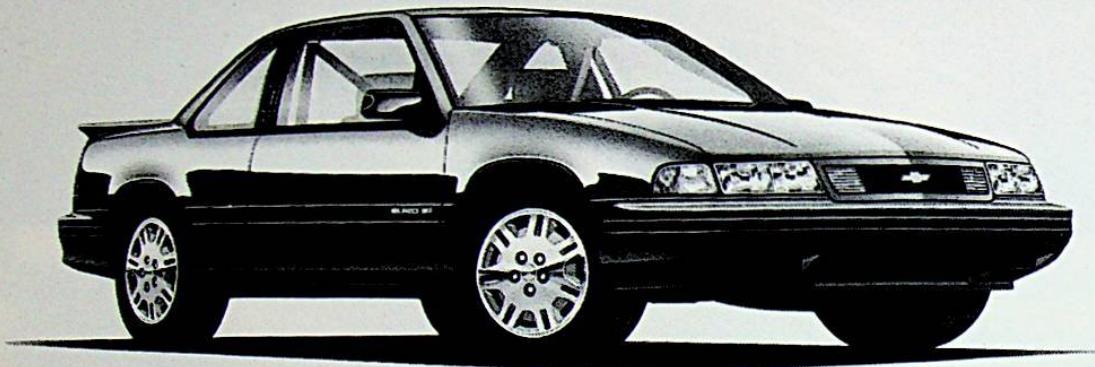
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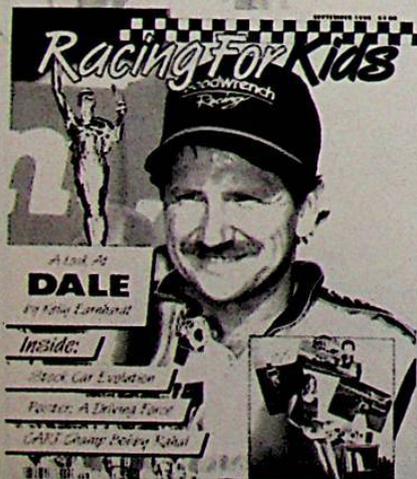
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Another Gordon Makes His Name Known With Win In 1990 Skoal Indiana Classic

After the opening event of the 1990 season on the Indianapolis Raceway Park oval, people might have been wondering if they were going to have problems keeping their Gordons straight.

While everyone knew teenager Jeff Gordon had appeared on the USAC scene in the previous season and enjoyed tremendous success, it was another Gordon in IRP's Victory Circle when the second annual "Skoal Bandit Racing Indyana Sprint Classic" had been completed.

Eric Gordon, at 22 another of USAC's "young lions" proved there was more than one youngster capable of beating the veterans in the USAC Sprint Car ranks.

With second fastest qualifying time, Eric started fifth in the 20-car field for the 30-lap feature race, and worked his way to the front in 13 laps.

He passed Jeff Bloom and held on to win one of the most exciting sprint car races in IRP history, with Steve Butler placing second and Jeff Gordon third.

Andy Hillenburg was fourth, and Bloom placed fifth.

The feature was red-flagged after 17 laps following a spectacular accident involving Butler and Bob Frey in the fourth turn.

While battling over third place, the two cars made contact, with Frey's sprinter vaulting over the outside concrete wall.

Frey was treated at Methodist Hospital in Indianapolis for a lacerated knee, and was released the same evening.

Butler's car was undamaged, and he was able to restart. "This is just great," Eric Gordon commented in Victory Circle. "the car worked perfectly."

He seemed especially happy that the winner's trophy was presented by one of his idols, A.J. Foyt.

When someone mentioned what seemed to be a budding rivalry with Jeff Gordon, he pointed out that the two had been competing against each other since both were in go-karts, having known each other since they were very young.

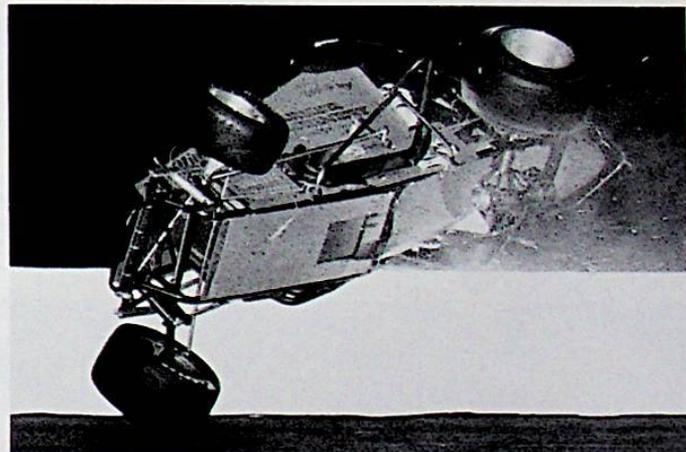
"We run pretty hard against each other because we've known each other for a long time," Eric explained.



Bob Frey took a wild ride during last year's Skoal Bandit Racing Indyana Sprint Classic. After tangling with Steve Butler as the two were racing for third place, Frey's car slipped over the fourth turn wall.

He was treated for a knee laceration at Methodist Hospital in Indianapolis and released the same evening.

(Photos by Jack Gladback)



The celebration in Victory Circle was a big one after Eric Gordon won the 1990 Skoal Bandit Racing Indyana Sprint Classic. Presenting the winning driver's trophy are the race queen, Joni Casagranda, and A. J. Foyt, while John Mueller of Skoal and Bob Daniels of IRP wait to present the car owner's award.

(Photo by Jack Gladback)

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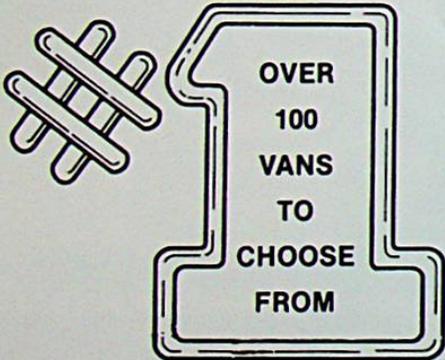
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Jeff Gordon Makes It Two In A Row In 45th Budweiser Night Before The 500

When the starting field was pushed off for the 50-lap feature for the 45th annual "Budweiser Night Before the 500" at Indianapolis Raceway Park on May 26, 1990, the question on most people's minds involved young Jeff Gordon of Pittsboro, Ind.

It was Gordon who had literally stunned the midget racing world by winning the 1989 race in his first attempt at driving one of these cars, and that came shortly before he had graduated from high school and two full months before he would reach his 18th birthday.

The young star had proven that the "Night Before" victory was no fluke by winning again at IRP later in the season, and on this evening he was the fastest qualifier.

Winning his second straight feature race in this prestigious event would put him in some exclusive company - no driver had won in consecutive years since Jimmy Davies took the feature in 1960, 61, and 62.

When the checkered flag fell, Jeff Gordon had entered the history books in a most convincing fashion.

With nearly 8,000 race fans braving threatening weather and a pessimistic forecast on hand, Johnny Parsons moved from his starting spot on the outside of the second row as the field moved down the backstretch on the first lap, and fought off an early challenge from Billy Hughes.

Meanwhile, Gordon had worked his way from eighth starting position into second by the time fifteen of the 50 laps were completed, and almost immediately was making Parsons uncomfortable.

The early leader held Gordon off until Jeff drove low in the first turn on the 22nd trip around, held the line through turn two, and then pulled ahead going down the backstretch of the .686-mile oval.

Showing his superiority, Gordon had pulled out to a lead of almost four seconds before the stalled car of Dan Boorse brought out a caution flag at 28 laps.

As racing resumed, Parsons made a move to go under Gordon in the first turn, but the youngster held him off.

"I was trying to be careful right there," Gordon said after the race, "because I knew Johnny had a chance to get it back. What I had to do was be consistent with it and drive it smooth through the corner. It worked, and we held on to the lead."

At about the same time Parsons was making his attempt to regain the lead, the second fastest qualifier was working his way to the front. Don Schilling was fifth when the green flag came back out, and he made quick work of passing Rich Vogler and Hughes.

With 15 laps to go, he passed Parsons, and appeared to be closing the gap on Gordon.

At 40 laps, Schilling was within two seconds of the leader, but shortly afterward he slowed, and finally pulled in with four laps remaining.

"We just had a tire go down on us in the last ten laps," he said later. "We'll never know, of course, but I think we'd have been tough and we could have made it interesting at the end."

"It was just like last year," Gordon reflected. "Rollie Helmling gave me a super car and all I had to do was drive it. I said after qualifying that this car was awesome, and that there was more left in it."

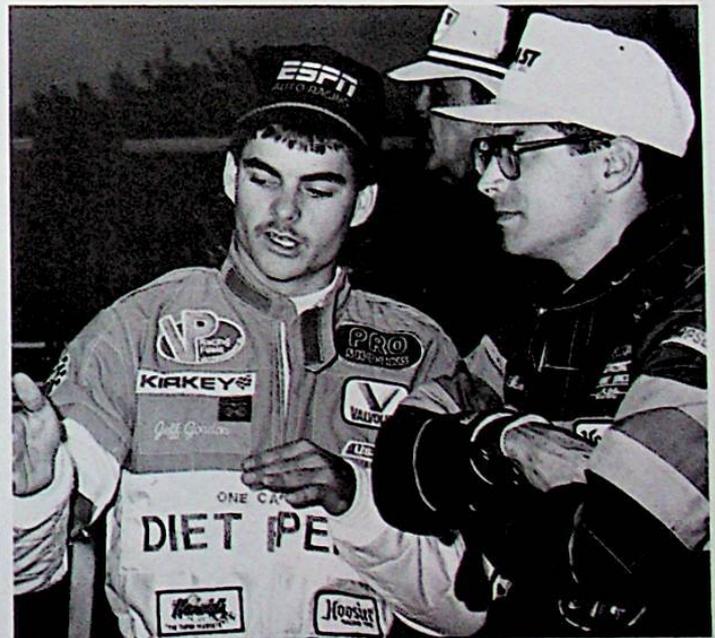
Parsons finished second, 3.5 seconds behind Gordon, with Vogler third, Hughes fourth, and Mel Kenyon fifth.

Rounding out the top ten were Mark Dismore, Roy Caruthers, Ted Hines, Jim Keeker, and Andy Michner.

Mike Fedorcak won the first of two 15-lap qualifying races and set a new record for the distance of 5:38.80 (109.337 miles per hour) in the process. The old record was 5:39.04 (109.261), set in July of 1989 by Dan Drinan.

Mike Streicher was second behind Fedorcak, followed by Drinan, Dismore, and Michner.

Kenyon, a four-time winner of this race and seven time USAC National Midget Champion, took the second qualifying race, with Michael Lang second, John Heydenreich third, Caruthers fourth, and Barry Reed fifth.



"I was just about to pass him on the inside, when it started pushing..." Talking shop before the 50-lap feature on the 1990 Budweiser Night before the 500 program, Jeff Gordon explains how his car is handling to an attentive Mike Fedorcak.

Gordon went on to win the prestigious race for the USAC National Midget Series for the second consecutive year.

(Photo by Bill Zmirski)

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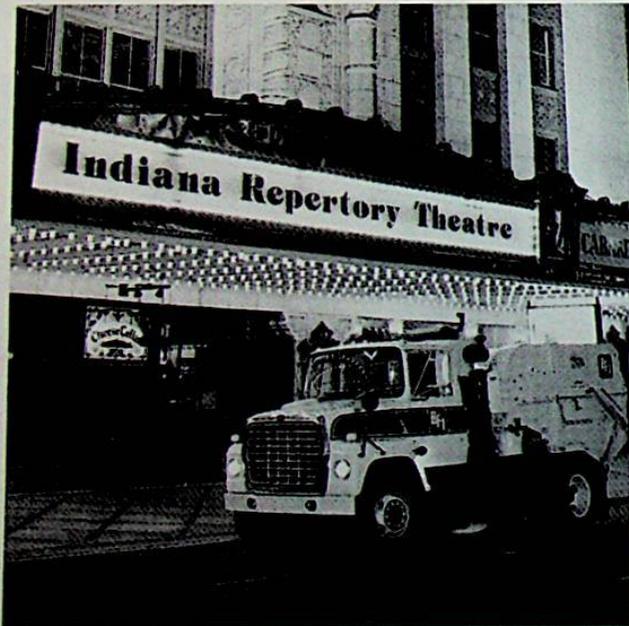
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Two Unrelated Gordons Provide Excitement In CARQUEST Sprint Classic On IRP Oval

Although Jeff Gordon and Eric Gordon aren't related, they were making the 1990 "CARQUEST Sprint Classic" look like a family affair rather early in the evening.

For the second consecutive sprint car race on the IRP oval, they were the two fastest qualifiers - led by Jeff's new track record of 121.847 miles per hour.

Fittingly, before the issue was decided, it boiled down to a four-lap shootout between the two.

Their wheel-to-wheel confrontation had everyone in the crowd on their feet and holding their breath until Jeff finally flashed under the checkered flag a scant car length in front.

The pair had provided most of the excitement for the second half of the 30-lap feature.

Gary Fedewa, who had started on the pole of the 20-lap feature lineup, jumped out to an early lead, but engine problems proved to be his undoing and forced the only caution flag of the race after 12 laps.

Just before the caution, Jeff Gordon had gotten into the oil, with his car sliding up into the side of Wayne Hammond's sprinter and being launched into a impromptu wheelstand. It came down with a shower of sparks, but the handling was apparently unaffected.

Fedewa's departure left Rich Vogler in the lead, but Eric Gordon began pressing him as soon as the green flag was displayed. At the same time, Jeff went under Hammond in the first and second turns to take over third place.

Eric pressed Vogler for the better part of the next 11 laps, with the leader's lighter V6-powered car seeming to have the edge as they went into the long, wide turns.

On the 25th trip around, however, Eric managed to get under Vogler as they came down the front straightaway, and the two cars made contact while entering the first turn - Gordon's right rear rubbing the left front of Vogler's car.

A lap later, Jeff got past Vogler in the third and fourth turns, and set out after Eric.

He made a move to the inside as the two went into the third turn on the 28th lap, and both were on the edge of control as they roared through the fourth turn side by side.

Jeff managed to take over the lead going down the front straightaway, but Eric made an inside move in the first turn and almost got the front spot back.

His final attempt came as he dove to the inside again coming off the fourth turn for the checkered flag, but Jeff had too much momentum on the outside for him to overcome the margin.

Eric said later that the bump while passing Vogler proved to be his undoing, as a radius rod was broken at the time.

"When I passed Vogler, I felt a nudge," he said. "For a while, I thought I had Jeff, but it wouldn't have mattered. Once the radius rod got clipped off, I was on borrowed time."

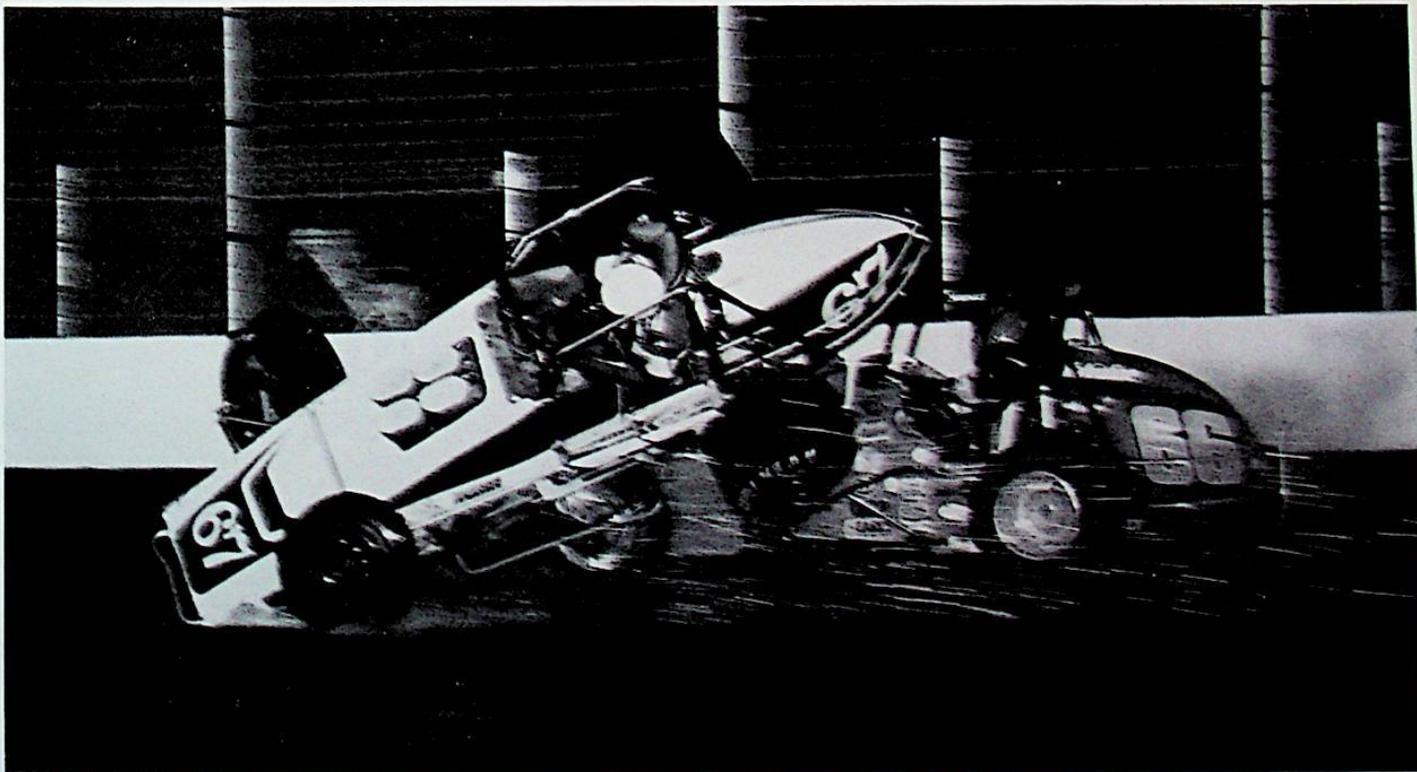
The winner acknowledged that Eric's troubles enabled him to take the lead.

"I knew he had some kind of a problem," Jeff commented. "It was just one of those things. Up to that point, he was working good because his tires held up and mine didn't. If he hadn't had a problem..."

He also called the feature, "... the best race I've ever been in, let alone won. It was close the whole way. I don't think I got off anybody's bumper until I got in the lead."

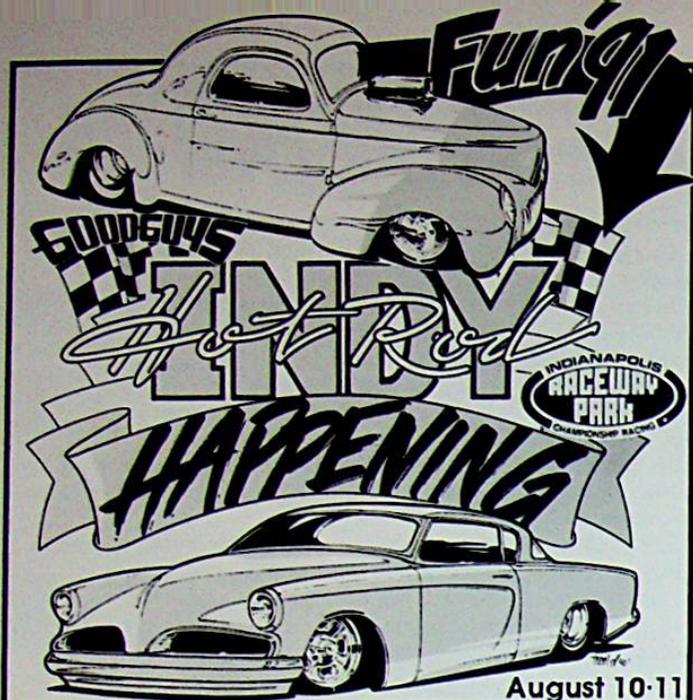
Steve Butler got by Vogler in the final laps to take third, while Hammond was fifth.

Jeff Bloom provided a thrilling finish for sixth. Coming off the fourth turn toward the checkered flag, Bloom slid up and made contact with Hammond, with the result that his car very nearly flipped, sliding sideways across the finish line.



The finish of the CARQUEST Sprint Classic got downright exciting for Jeff Bloom. After making contact with Wayne Hammond in the fourth turn while racing for fifth place, Bloom took a wild ride and nearly flipped down the front straightaway. The car came back down on all four wheels, and Bloom skidded under the checkered flag in sixth place.

(Photo by Jack Gladback)



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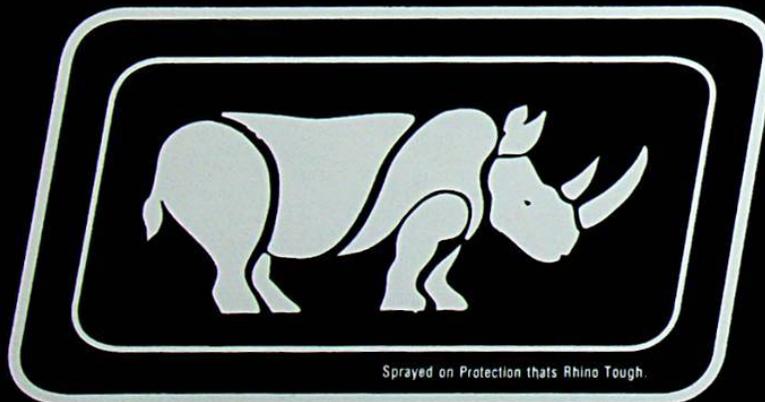
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Bloom Holds Off Repeated Challenges To Win 20th Annual Tony Hulman Classic

The fact that Jeff Bloom led every lap to win the 20th annual "Tony Hulman Classic" for the USAC Loctite Sprint Cars fails to indicate the close nature of the competition in the final race of the season on the .686-mile banked and paved oval.

Bloom took the lead immediately from his pole starting position, and then spent the next thirty laps dealing with one challenge after another.

It was actually the second start for the feature race when Bloom got the lead, as an accident in the first turn on the initial try resulted in a red flag, and eliminated four cars from the race as well.

For the first seven laps after the second start, Bloom had to contend with Eric Gordon's determined bids to take over the front spot, but that ended after Gordon slid wide in the third and fourth turns. In doing so, he effectively used up his right rear tire, and both Bob Frey and Jeff Gordon slipped by.

On a caution period brought about by Rick Howerton's collision with the outside wall on the front straightaway after 12 laps, Eric Gordon pulled in to change the tire and got back out before the green, starting at the tail of the 12 cars which were still in the hunt at the time.

He eventually worked his way back up to sixth place, but

his absence from the battle for the lead didn't lessen its intensity.

Bloom was now faced with the problem of holding off Frey, who in turn had Jeff Gordon looking for any kind of break.

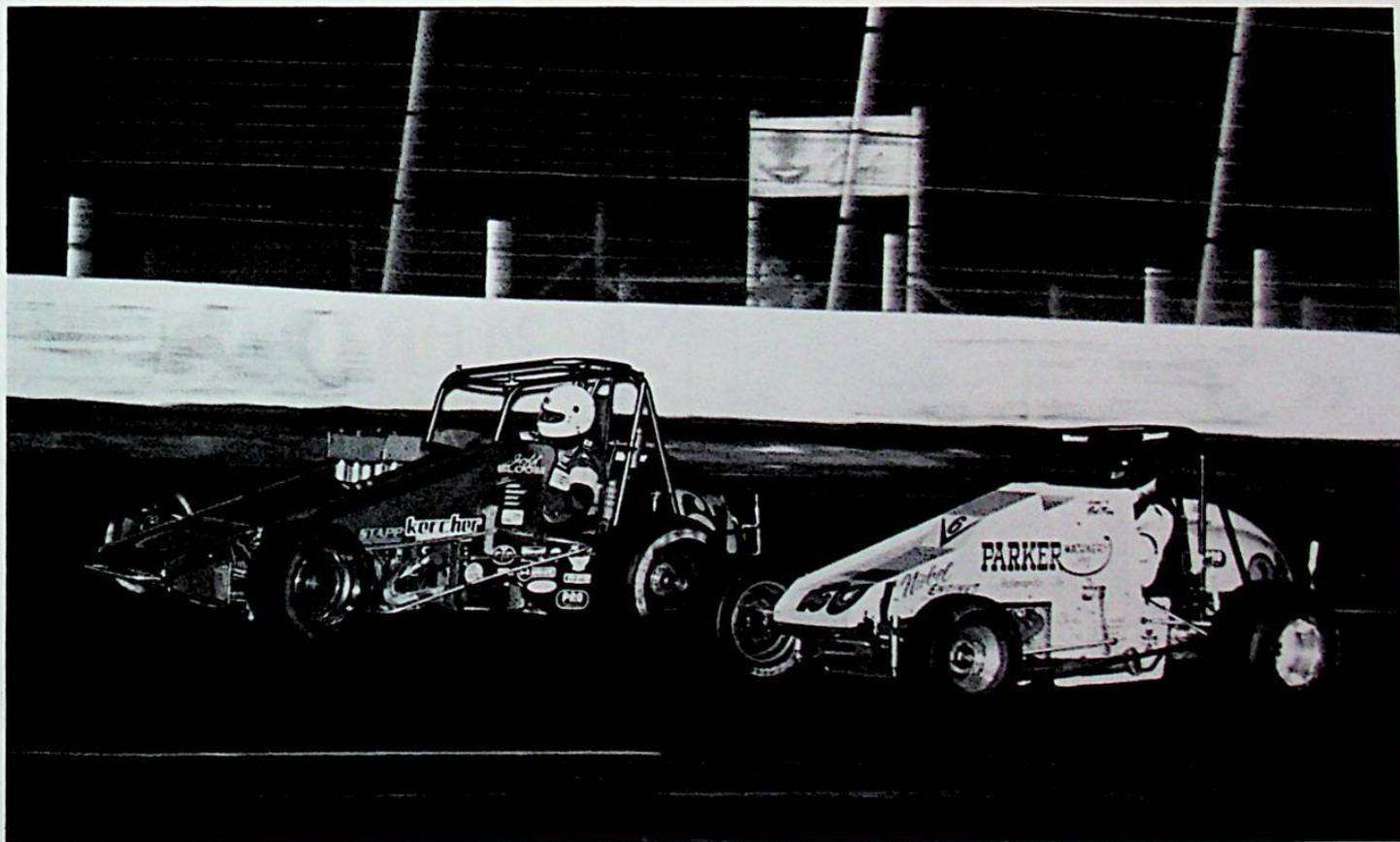
Repeated attempts by Frey were held off, and a last-ditch try on the final lap fell a car length short.

"It was tough holding him off, because he knows his way around a race track," Bloom said of Frey's determination. "We were lucky to beat him because he was working so well. That's the kind of racing he and I used to do back in the 70s."

Bloom also confided that his engine had developed a slight miss almost at the start of the race, but the handling had carried him through.

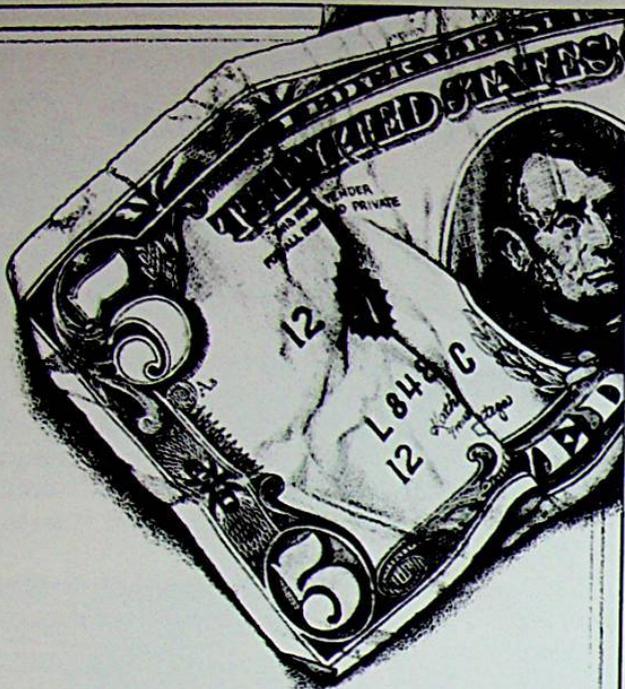
"Second is better than nothing, but we'd sure like to have finished the season here as a winner," Frey said later. "Jeff was just a little too strong for us. I tried everything I knew to get past him, but one thing I wasn't going to do was crash him to pass him."

Jeff Gordon was third, with Johnny Parsons, in his first sprint car drive at IRP in more than 12 years, placing fourth. Bob Cicconi was fifth, holding off Eric Gordon.



Bob Frey (20) makes one final attempt to pass leader Jeff Bloom in the fourth turn as they head for the checkered flag in the 1990 Tony Hulman Classic. Frey fell a car length short, and Bloom won his first USAC Sprint Car race at IRP.

(Photo by Jack Gladback)



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TOM CULBERTSON

Millions Enjoy Events At IRP Through Live Telecasts Of Races By ESPN Crew

Indianapolis Raceway Park again becomes a focal point for auto racing fans all over America in this season, with all four events in the "Hardee's Racing Series" being televised by ESPN, and several other presentations also originating at IRP.

"We're excited and enthusiastic, in addition to being very, very proud that our racing is being telecast to so many facing fans," comments Bob Daniels, general manager of IRP. "since 'Thursday Night Thunder' began in 1988 and continued as 'Saturday Night Thunder,' ESPN has taken our racing into millions of homes all over the country, and the result has been a tremendous increase in popularity for the sport as well as increased awareness of our facility."

For many years, Daniels points out, IRP served as somewhat of a 'home' track for the USAC Sprint Cars. Their return to pavement in 1988, for the first time since 1981, came on the fast banked and paved oval, with the cameras and crew of ESPN on hand.

The televised series which began that year and is continuing made it possible to resume the pavement racing which was so much a part of the USAC racing scene in the past, in addition to carrying on the great tradition of racing in the Indianapolis area.

ESPN - the Entertainment and Sports Programming Network - is the nation's only total sports network, and the emphasis on motorsports is heavy.

The professional approach which is applied to the presentation of motorsports by the network, along with the desire of the IRP staff to maintain the status of the facility as one of the finest in the world, resulted in a number of improvements being accomplished when the televising of races here began.

Among these were a renovated lighting system, with additional standards being erected in some areas.

Camera platforms have been placed at the start-finish line, on the outside of the first turn, and on the inside of the backstretch near the third turn.

Terry Lingner and his Lingner Group Productions, an Indianapolis-based firm, handle the televising of events from IRP, with the races here serving as the base of operations for ESPN's "Saturday Night Thunder" presentations.

The producer has the final say in all matters during the telecast, and is in communication with all those involved. He works primarily with the chief spotter, director, tape replay area, and announcers.

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

In addition, it is the responsibility of the producer to find proper placement of commercials so 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 monitors for the best racing, and tells the director where coverage should be directed.

The director is the "busybody" of the trailer, cutting the show to the wishes of the producer, calling the next camera shots, ordering the microphones of the announcers open or closed, and calling for music or graphics.

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

The chief spotter works with the producer and director, serving as the "eyes" of the trailer. Those in the truck can only see what the cameras show them, and the spotter's job is to literally feel the pulse of the race, keying 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," which at IRP is located on top of the start-finish line tower, finding the best race for position or watching for possible action.

In the USAC races at IRP, the spotter works closely with the sanctioning body and track officials in coordinating the race program.

The combination of these people and their talent makes ESPN's auto racing coverage the most exciting on television today.

For the programs from IRP, two cameras (No. 1 and No. 2) have been placed on the roof of the start-finish line tower. Camera No. 1 follows the leader of the race, while No. 2 moves from battle to battle on the track, a car pulling into the pits, or wherever action may be occurring or a story unfolding. Both main straightaway cameras work the entire track.

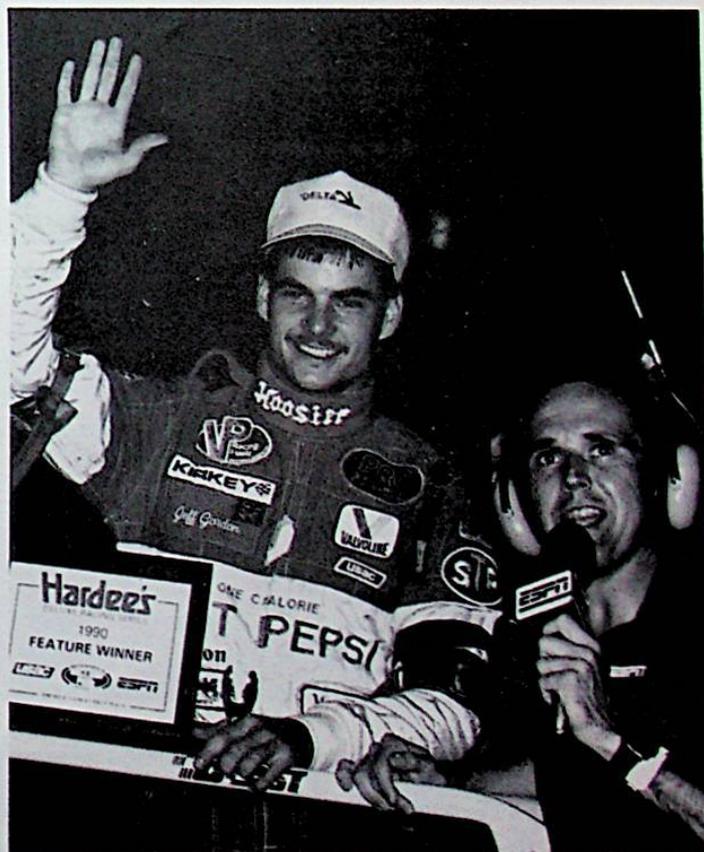
Camera No. 3 is located on a platform at the top of the hill outside of the first turn. This camera's coverage begins in the fourth turn, following the cars down the main straightaway, through the first turn, and over to the second turn.

Through control in the truck, this camera's coverage is "cut in" with No. 1 or No. 2, whichever happens to be "on line" at the time.

On a platform inside of the third turn at the end of the backstretch, ESPN has placed Camera No. 4. This camera brings the race action right into the viewer's living room, picking up the coverage as the cars come out of the second turn and down the backstretch into the third turn.

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

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



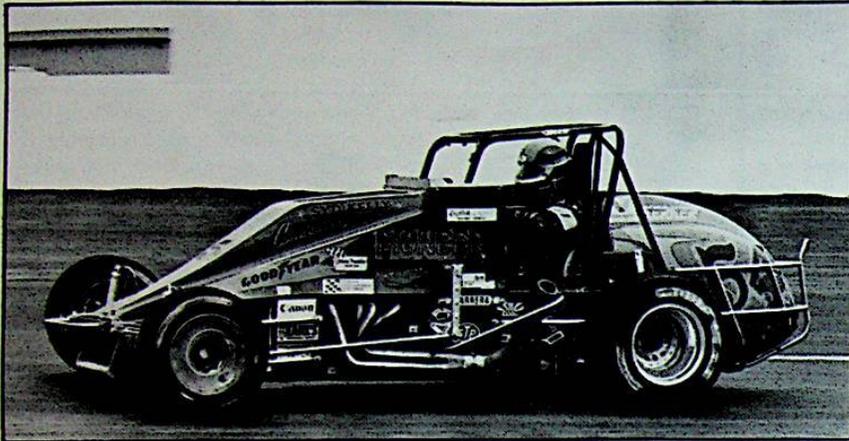
Marty Reid, who covers the action in the IRP pits on ESPN, interviews Jeff Gordon following one of the young driver's three victories here in 1990.

(Photo by Steve Baker)

ESPNTM
THE TOTAL SPORTS NETWORK

United States Auto Club

Presents
"Saturday Night Thunder"

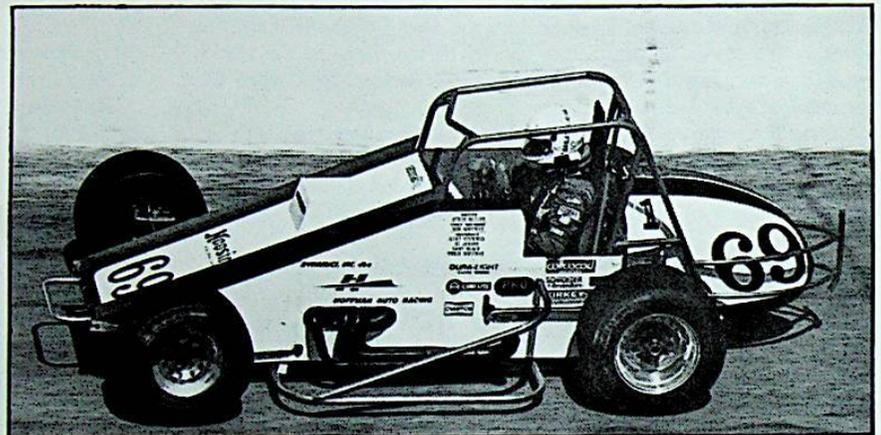


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CHAMPIONSHIP DIRT CARS

1990 Champion
Jimmy Sills

USAC/LOCTITE
SPRINT CARS

1990 Champion
Steve Butler



USAC NATIONAL MIDGETS

1990 Champion
Jeff Gordon



usac

1991

Racing's Most Diversified Sanctioning Body

USAC Has A Long And Colorful History Of Events At Indianapolis Raceway Park

The state of Indiana almost automatically comes to mind when someone mentions the United States Auto Club, since television has brought USAC events at Indianapolis Raceway Park into millions of homes nationwide, and the organization does, after all, sanction the Indianapolis 500.

With headquarters appropriately in Speedway, Indiana has served as USAC's home throughout its existence, even though its competitive horizons have extended as far as Italy, Argentina, England, and Japan.

Since USAC was organized prior to the 1956 season, over one-quarter (26%) of its 4,468 races (as of March 1, 1991) have been run in the Hoosier State.

USAC has conducted races in 42 different states in the past 35 years, with California ranking second behind Indiana with 308 fewer events. Illinois is third, with less than half the number which have been run in Indiana.

Indianapolis Raceway Park has been the most versatile USAC track in the state, hosting events in eight different series on the 2.5-mile road course as well as the .686-mile oval track. With the 1991 schedule, IRP will become the most-utilized facility in Indiana in regard to USAC National Championship races.

IRP's list of winners reads like a who's who of USAC racing, with the late Rich Vogler on top of the list with eight wins — all on the oval. Vogler won three times in sprint cars and five in midgets at the track.

There's a four way tie for second between Parnelli Jones, A.J. Foyt, Mel Kenyon, and Johnny Parsons, all with six.

Foyt has four wins in stock cars, three on the road course and one on the oval, and a pair of sprint car victories. Incidentally, he won the first race ever held on the oval, on May 28, 1961, when the surface was still dirt, and recorded the first of his four Indianapolis 500 wins the next day.

Both Kenyon and Parsons picked up all six of their wins on the oval, and all in midgets.

Young Jeff Gordon has five victories, four in midgets and one in sprint cars, all coming over the past two seasons.

With four victories each are Norm Nelson and Pancho Carter. Nelson had all of his in stock

cars, two coming on the road course and two on the oval. Carter has three sprint car wins and one midget victory.

Drivers with three wins apiece include Mario Andretti, Al Unser, Lee Kunzman, Bob Wente, Sleepy Tripp, Tom Bigelow, Ken Schrader, and Don Schilling. Andretti and Unser both got all three of their wins on the road course, in championship cars during 1960s, while the rest took all their wins on the oval.

Two wins each have been recorded by Don Branson, Jimmy Caruthers, Roger McCluskey, Bill Englehart, Gary Bettenhausen, Mack McClellan, Nick Fornoro Jr., Jeff Bloom, Jack Calabrese, and Bob Cicconi.

A total of 44 drivers have won once at IRP, and the list is impressive. In order of their victories, they are Don White, Lloyd Ruby, Augie Pabst, Len Sutton, Roger Penske, Jim Hall, Fred Lorenzen, Paul Goldsmith, Greg Weld, Billy Vukovich, Merle Bettenhausen, Henry Pens, Dan Gurney, Peter Revson, Sam Sessions, Dave Whitcomb, Tommy Astone, Billy Cassella, Lee Osborne, Rollie Beale, Dana Carter, Jan Opperman, Sheldon Kinser, Bubby Jones, Ken Nichols, Joe Ruttman, Steve Chassey, Scott Stovall, Greg Leffler, Jeff Andretti, Steve Ice, Steve Lotshaw, Rick Hook, Sam Isenhower, Jim Keeker, Bob Frey, Bruce Field, Mike Gregg, Greg Staab, Steve Butler, Wayne Hammond, Gene Lee Gibson, Eric Gordon, and George Snider.



Something Is Always Happening At IRP



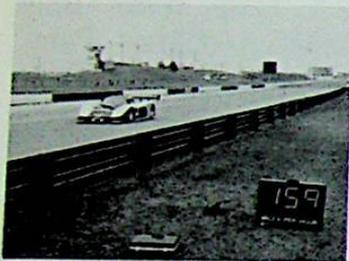
NHRA U.S. NATIONALS



NASCAR Busch Grand National Stock Cars



Winston Drag Racing Series



Professional Testing



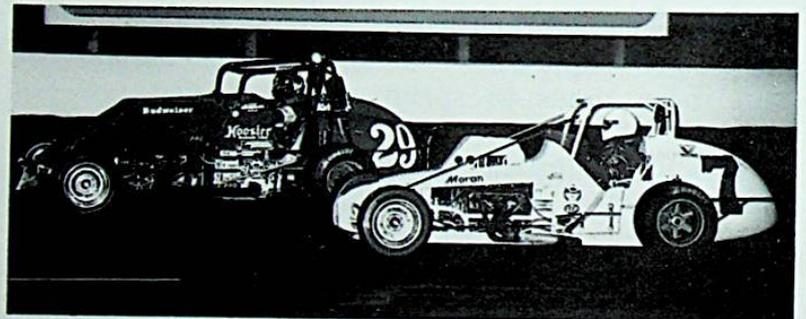
Super Chevy Show



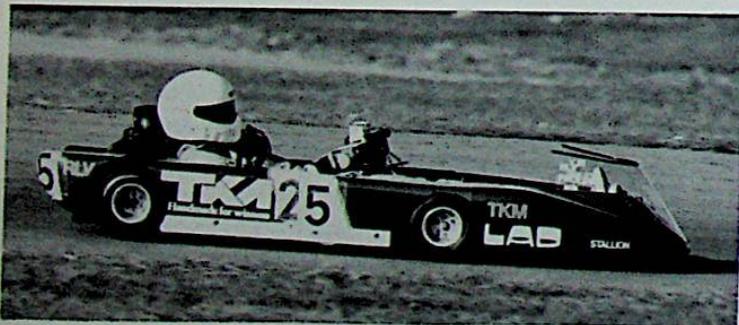
Indy Hot Rod Happening



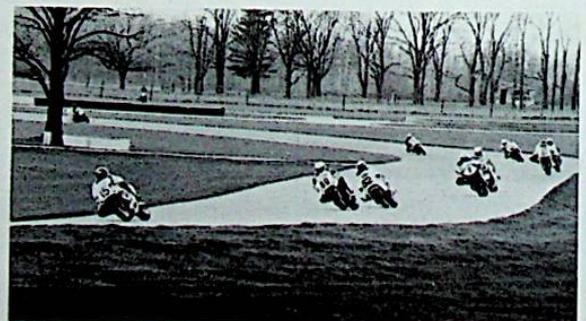
SCCA Indy Grand Prix



USAC Midget, Sprint & Silver Crown Series



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

Quarter-Mile Drag Strip

A drag race in the fall of 1960 was actually the first competitive event to be presented at Indianapolis Raceway Park, and drag racing continues to occupy a primary position in the facility's activities each and every year.

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.

Over 1,000 entrants compete for drag racing's most valued prizes in front of tremendous crowds, with the 1990 renewal attracting more than 145,000 fans.

The world's most famous quarter-mile is also the site of the 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 presented by radio station WFBQ - Q95 in Indianapolis - in late April.

New on the schedule this year is the "Fun Ford Weekend," an event featuring a car show, swap meet, and drag racing for Ford enthusiasts, on March 23-24.

A drag race is also a major part of the nation's largest "Super Chevy Show" in July, with an all-Chevrolet field. The event, held this year July 19-21, also includes an extensive swap meet and one of the country's largest car shows.

In addition, the second annual "Indy Hot Rod Happening," is on the IRP schedule for August 9-11 this year. "Cruzin'," a huge car show, a swap meet, and nostalgia drag racing will be the focus of this weekend, featuring cars from the pre-World War II era through 1954.

"Grass roots" drag racers make up the bulk of the year's activity on the IRP drag strip as they do at tracks all over the country, with those who consider the sport to be primarily a hobby competing in NHRA's Firestone-TNN E.T. Racing Tournament.

More emphasis is placed on driver ability than on horsepower in this series, and a number of events are held at IRP for the E.T. racers, presented by WFBQ. The track's top performers earn positions on the team which represents IRP in the North Central Division Firestone-TNN E.T. Tournament Finals in September.

The E.T. Finals, set this year for Sept. 12-15, bring together drag racers from six states and part of Canada, with the "weekend warrior" types racing for individual titles as well as working as part of a team to win the division championship for their track.

The event is the world's largest amateur drag race, with over 900 pre-qualified entries taking part.

.686-mile Oval Track

The banked and paved oval has long been considered one of the finest tracks of its type in the country, and it features a wide variety of racing during the 1991 season.

Activity on the .686-mile track begins on May 4 with the first event in the "Hardee's Racing Series," featuring the USAC National Midget Series on Saturday evenings. The popular series returns on June 22, July 6, and July 20 with regular programs, and culminates with the inaugural "Hardee's National Pavement Championships" August 23-24.

The television cameras of ESPN are broadcasting the series action nationwide again this year in the Total Sports Network's "Saturday Night Thunder" presentations, making IRP the place to be.

The third annual "Skool Bandit Racing Indyana Sprint Classic" spotlights the United States Auto Club Loctite Sprint Car Series on Saturday, May 11, the evening of the first day of qualifications for the 1991 Indianapolis 500. This event reinstated the tradition of the USAC Sprints on "pole night" at IRP.

The 46th annual "Budweiser Night Before The 500," one of the oldest traditional events on the American racing calendar is scheduled for Saturday, May 25. Once again, the program features the USAC Midgets in a race which had its beginnings in the years just after World War II.

USAC's powerful Sprint Cars return for the "CarQuest Sprint Classic" on Saturday, June 8 with their special thrilling brand of wheel-to-wheel competition and tremendous speeds on the lightning-fast oval.

The traditional, upright, and uniquely American cars of the USAC Silver Crown Championship Series are featured on the fast oval on Saturday, June 29 in the seventh annual "Pepsi-Cola 100."

As it has for the past several years, the oval schedule reaches a peak when the NASCAR Busch Grand National Series returns for the annual "Kroger NASCAR 200" on Friday and Saturday, August 2-3. This race, which marks its tenth anniversary in 1991, always attracts a number of Winston Cup stars, and has become the premier short track stock car race in the Midwest in its relatively brief history. A special practice and first-round qualifying session will highlight Friday evening's activities, along with the special "CarQuest Grand National Pit Stop Contest." On Saturday evening, the "Yellow Cab Qualifier" will once more be part of this exciting and popular event.

On Saturday, August 17, USAC's Loctite Sprint Car Series returns for their final visit in the 21st annual "Tony Hulman Classic," an event which came to IRP for the first time in 1988 and has proven to be a popular addition to the schedule.

Another new event is set for Friday and Saturday, August 23-24, with the inaugural "Hardee's National Pavement Championships," featuring the USAC Midgets. The very best in drivers and teams will compete in a two-day extravaganza of speed and excitement, including a special "Race of Champions" and a finale which will determine a true national pavement midget champion.

2.5-mile Road Course

The championship road course at IRP also sees a wide variety of action each and every season, and 1991 promises to be no exception.

Activity began in April, when the Western Eastern Roadracers Association and SCCA conducted national events on the challenging course.

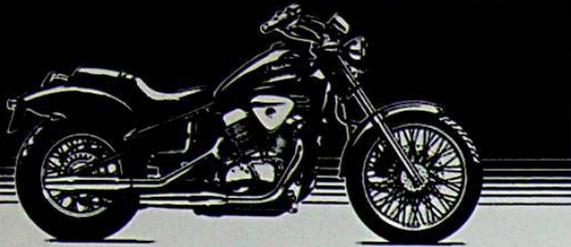
SCCA's sports car classes return for regional events May 18-19 and June 15-16, and another is set Sept. 28-29. The date for the annual "Indy Grand Prix" national race this year is July 13-14.

The Skip Barber Racing Series presents a competitive event on the course June 21-23. Along with their racing series, the Skip Barber Racing School conducts a number of sessions for both novice and experienced drivers each year on the IRP road course.

The WERA motorcycles will be back for their second visit to the road course Oct. 5-6, and some of the fastest go-karts in competition will return for the annual Enduro Championship event sanctioned by the World Karting Association Oct. 18-20.

In addition to competitive events, the road course is used extensively by some of the country's most successful racing teams as a test ground. Auto equipment manufacturers also make use of the course for demonstration and test purposes, and it is used as well by area law enforcement agencies for recertification training.

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Snider's Experience Pays Off With Victory In 6th Annual Pepsi-Cola 100

Racing savvy accumulated through years of competition proved to be the difference in the sixth annual Pepsi-Cola 100 at Indianapolis Raceway Park.

George Snider came from deep in the starting lineup, working his way steadily to the front, and took the lead from young Eric Gordon on the 90th lap of IRP's .686-mile paved oval to win the event for the USAC Silver Crown Championship Series.

His qualifying time, at 15th fastest in the 39-car field, wasn't good enough to guarantee Snider a spot in the 100-lap feature, so he was part of the lineup for the 25-lap Jonathan Byrd's Cafeteria Qualifier.

"That was not a race I wanted to be in," Snider said later, after being told he was the first driver to come out of the qualifier and win the feature.

He finished second in the 25-lapper, hounding winner Jack Hewitt most of the way, and then ran a conservative pace for the first 50 laps of the main event.

Meanwhile, Gordon had jumped into the lead from his outside pole starting spot and pulled away to a lead of as much as six seconds, with Rich Vogler running comfortably in second and a battle raging for third between Brent Kaeding, Ken Schrader, Jeff Gordon, and Snider.

Snider moved into fifth after 28 laps, while Schrader took Kaeding for third on the 45th lap, and the eventual winner moved around Kaeding five laps later.

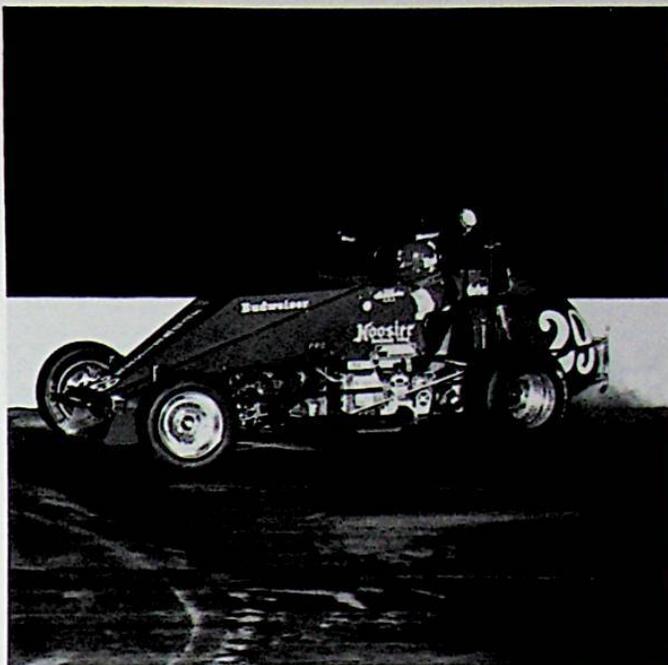
With 60 laps completed, Gordon's lead dwindled to just under three seconds as he worked his way through traffic, but black smoke from Vogler's car signaled engine problems, and Rich was black-flagged after 68 trips around.

That left Schrader second, and he was obviously gaining ground with Snider right behind him.

On the 85th lap, Schrader slid high in the third turn, leaving a long tire mark on the wall, and three laps after that Snider dove low in the first and second turns to take over second place, closing immediately on the leader.

Two laps later, Gordon appeared to have some breathing room, with the lapped car of Davey Hamilton between himself and Snider.

Snider, however, dropped inside as the three cars entered



Ken Schrader, pushing hard to catch leader George Snider, scraped the wall in the fourth turn of the IRP oval during the final laps of the 1990 Pepsi-Cola 100.

(Photo by Steve Baker)

the third turn, going past both Hamilton and Gordon and taking the lead to the delight of the estimated 7,850 fans on hand.

Schrader got past Gordon in the closing laps as the early leader's tires began to fade, but couldn't gain on Snider, and was 4.1 seconds behind at the finish.

Gordon was third, followed by Bob Frey and Kaeding.

Snider acknowledged that he had used his experience in working his way to the front.

"I was all-out at the end," he explained. "I was saving my tires for a while, but when I got to 50 laps I knew they'd be okay, so I started cruising. It seemed like the easier I drove it, the faster it went."

"Eric should have won this race," Schrader reflected, "but he didn't have to run that fast that early. It's easier to win when you set the pace, but this was a 100-lap race. When I got to third he was half a lap ahead of me, and I was thinking that we still had a long way to go to be running that hard."

Gordon admitted that the experience of the two veterans paid off for them.

"They were playing me for a fool," he said. "I really wanted to win this... the tires just didn't stay together."

The 22-year-old Gordon earned an extra \$600 from Bar-B-Q Heaven, H&C Climate Control, and Hoosier Auto Racing Fans, taking the IRP Half-Way Leader Award by being in front on lap 50.

Snider, 49, was the first Silver Crown champion when the series was organized in 1971.

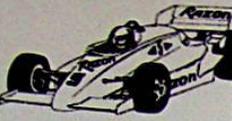
Schrader, always one to have the last word, congratulated the winner and then told a bystander, "I figured I had it won when I got to second place. I didn't think he could stay awake that long at his age."



George Snider accepted the Pepsi-Cola 100 trophy from Rich Witherspoon of Pepsi after beating all the "youngsters" in the 1990 USAC Silver Crown race at IRP.

(Photo by Jack Gladback)

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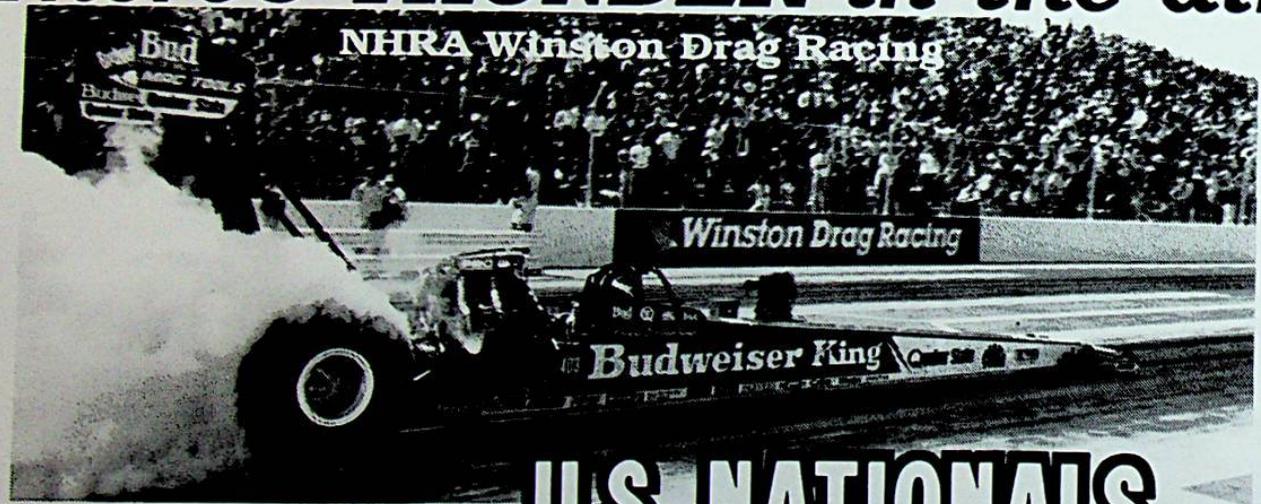
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Terre Haute First National Bank's Racing Support Is Result Of President's Interest

The longtime involvement of Terre Haute First National Bank in the "Tony Hulman Classic," and in auto racing generally, is somewhat of a natural progression of the interest the bank's president has in the sport.

"I have always been interested in auto racing, since I was a kid," Don Smith explains. "Growing up in Terre Haute, with the Hulman and George families close by, it was kind of natural."

Smith's personal involvement stems from 1951, when the half-mile dirt track at the Wabash Valley Fairgrounds opened. Rather, when it was scheduled to open, as Smith recalls.

"Our first race was set for November 4," he says. "That one didn't happen because we got snowed out, and the track had to wait until the next spring to open."

From 1952 through 1980, Smith was the promoter at the Terre Haute Action Track.

He was also the promoter of auto racing events at the Indiana State Fairgrounds from 1971 through 1980, and, for a time, was president of Indianapolis Raceway Park.

Promoting events wasn't Smith's only racing involvement during that almost thirty-year period. Far from it.

In 1953, he and another Terre Haute resident, Chapman Root, purchased the car in which Sam Hanks had placed third in the Indianapolis 500 in 1952, and it became the first Sumar Special.

"That name came from our wives' names - Sue and Mary," Smith explains.

Smith subsequently dropped out of the car owning business, with Chapman continuing his interest. Pat O'Connor put a Sumar on the pole for the 500 in 1957, and two other Sumar Specials also made the race that year.

Soon after he left the promotion of events to others, Smith was contacted by Tim DelRose and Dale Holt, about possible sponsorship of their Silver Crown Championship Series car, driven by Gary Bettenhausen.

The Terre Haute First National Bank name found its way onto the hood of that car, which Bettenhausen drove to the 1983 USAC Silver Crown championship.

Also during that period, the bank was the sponsor of Bettenhausen's USAC Sprint Car, and sponsored Ken Schrader in a number of stock car events.

In 1990, the defending USAC Midget Champion, Russ Gamester, carried Terre Haute First National Bank sponsorship on his car, an arrangement which will continue through the 1991 season.

It was during Smith's tenure at the Terre Haute Action Track that the Tony Hulman Classic was born.

For racing people in Terre Haute, naming the event after the owner of the Indianapolis Motor Speedway was simply natural. Tony Hulman's home, as well as his roots, were in Terre Haute. The naming of the race honored, and continues to honor, one of auto racing's true gentlemen - a man who gave much more to the sport than he took from it.

"We held the first one in 1971," Smith notes, "and from then through 1980 they were televised live on ABC's Wide World of Sports."

That first one was won by George Snider, and since then the race has attained a reputation as one of the most

prestigious on the schedule for the USAC Sprint Cars.

Sixteen different drivers have been presented with the special commemorative rifle given to the winner, with the only two-time champions being Pancho Carter, Steve Butler, and Rich Vogler.

Smith obtained the support and participation of city officials in the event, a tradition which continues to the present.

When racing activity at Terre Haute ceased prior to the 1988 season, it appeared that the event was also over.

However, Bob Daniels didn't think that was fitting for sprint car racing, the Tony Hulman Classic, or those who had worked so hard to make it such an outstanding and highly-regarded race.

The general manager of Indianapolis Raceway Park suggested to USAC Director of Competition Roger McCluskey that the event be brought to IRP as the final event in what was then the "Thursday Night Thunder" program of live television broadcasts.

Contacts with the Hulman family and officials in Terre Haute, including Smith of course, were met with enthusiasm. The Tony Hulman Classic continued its unbroken run.

Involvement by Terre Haute officials and the Terre Haute First National Bank was also continued, and no one could have been happier about the turn of events than Smith.

"We naturally want to be a part of this race," he states, "and it couldn't have worked out more favorable for us. Nobody does the job better than Bob Daniels and his team at Indianapolis Raceway Park. They do it right, strictly first class, and we're very happy just to be a part of it."



In all previous runnings of the Tony Hulman Classic, a commemorative rifle has been presented to the winner by the Terre Haute First National Bank.

In 1989, Rich Vogler received the award from Don Smith (center), president of the bank, and Tony Hulman George, president of the Indianapolis Motor Speedway.

(Photo by Katsue Gladback)



IRP Track Records .686 MILE — 1 LAP

ARCA — Automobile Racing Club of America
Stock LM: Lee Raymond; July 7, 1984
24.450 Seconds - 101.086 MPH

ASA — American Speed Association
Stock LM: 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
E-Mod: Rick Tomasik; July 27, 1989
24.914 Seconds - 99.125 MPH

NASCAR — National Association for Stock Car Auto Racing
Grand National: Jimmy Hensley; Aug. 3, 1990
22.398 Seconds - 110.260 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 MPH

USAC — United States Auto Club
Stock LM: Joe Ruttman; August 3, 1980
23.850 Seconds - 103.547 MPH
Midget: Jeff Gordon; August 11, 1990
21.194 Seconds - 116.524 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



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Pepsi-Cola 100 Has Earned A Reputation For Competition And Unpredictability

The "Pepsi-Cola 100," in just six years, has earned a reputation among fans and participants as an event which is always extremely competitive as well as unpredictable.

Among competitors, officials, and race fans, the reaction was universal in 1985 when the first running of the event on the .686-mile banked and paved oval at Indianapolis Raceway Park was announced. No one was sure exactly what to expect, and no one was bashful about admitting it.

In the previous few years, the USAC Valvoline Silver Crown Championship Series had run only once on pavement, and the traditional upright race cars hadn't been seen on a paved surface in Indiana since their style of equipment was the dominating technology in the Indianapolis 500 in the late 1940s and early 1950s.

Testing by some teams prior to that first race indicated that tire wear would be a determining factor. By the time the feature was being lined up, most competitors had resigned themselves to making at least one stop for tires.

Rick Hood had other ideas. In conversations with other drivers, he had agreed with their viewpoint that a pit stop would be necessary. At the same time, he was quietly formulating his own strategy.

By saving his tires in the early stages of the race, Hood was able to run the entire 150 laps non-stop, and at the finish his Solar Sources No. 39 was the only car on the lead lap.

Ken Schrader, who had taken some time from his busy NASCAR Winston Cup Series schedule to return to his "roots" in open-wheel racing, was second in the Pizza Hut of St. Louis No. 55, a lap behind.

Schrader livened ceremonies in victory Circle by feigning an indignant manner while Hood was accepting the trophy.

"We said that we were all going to stop," Schrader said. "You didn't stop. You lied to the rest of us."

Hood later commented, "It's not easy sitting out there with people passing you. It's tough when they're going by you, but we decided to stick with our plan. We knew everybody going faster than us was going to have to pit."

Dave Blaney was third, with Larry Rice fourth in that inaugural running.

Schrader returned for the second annual race in 1986, this time driving the Seymour Enterprises No. 29, and proved that he had learned his lesson well. This time he went non-stop and won the race.

"Last year Rick paced himself and fooled all of us," Schrader reflected. "This year, everybody ran a lot easier pace, and a lot of cars went non-stop."

Steve Butler finished second, moving up from 15th starting position after winning the Jonathan Byrd's Qualifier.

In 1987, Jack Hewitt had a heartbreak of the worst kind when his J.W. Hunt Produce No. 63 suffered a mechanical problem in the final laps.

With just a handful of laps to go, Hewitt appeared to have the situation well in hand while proving that he can be as tough on pavement as he is on

dirt, with a lead of almost a lap over Jeff Bloom in the Roberts Steel Erection No. 67, and nearly three laps over Butler.

As he went into the first turn after taking the white flag, Hewitt's car slowed dramatically, and Bloom went by as he finally rolled to a stop in the third turn.

"I really felt sorry for Jack," Bloom said later. "He came from so far back."

1988 saw Bruce Field set a conservative pace, having learned from previous experience in the race. Field was chosen to drive the Ben's Hoosier Tire/Gaerte Engines No. 3 in the last couple of days before the event.

Although he started toward the front with sixth fastest qualifying time, Field refused to become involved in the early battles for the lead. He didn't start moving toward the front until the halfway point, but when he did begin his charge, it was obvious he would have to be reckoned with.

Sure enough, at 100 laps he was second and reeling in Butler.

As Butler began to experience mechanical problems, Field went by on the inside of the third turn on the 11th lap, and then began to steadily pull away. A caution flag from the 122nd lap to the 131st because of a spin by Hewitt bunched the lineup behind him, but at the green he once again motored away and finally beat Butler across the line by about six seconds.

Field said after the race that his strategy was planned according to what he had learned in early runnings of the event.

"I fell back early," he explained, "but I've been in this race before so I knew you couldn't run hard at first. A lot of guys did burn up their tires at first - and you have to finish this to win."

Butler was second in the only other car on the lead lap, with Frey third and George Snider fourth, both one lap behind the winner.

A unique format in 1989 took some of the worries about tire wear out of the equation and resulted in an evening of outstanding competition.

Bob Cicconi won the first of two 75-lap feature races with Schrader second, and Schrader won the second to earn the overall championship and become the only two-time winner.

Cicconi's first and third place finishes earned him the runner-up spot in the overall standings, with Gary Bettenhausen third, Field fourth, and Mark Alderson fifth.

Last year, Schrader worked his way all the way up to second, but couldn't overtake George Snider.

Snider became the first winner to come out of the qualifying race, parlaying a conservative first-half pace with a good setup.

Since the Silver Crown cars had never competed on the IRP oval before 1985, a new track record was established that year, and it dropped for the next two years.

Rich Vogler set the standard the first year with a clocking of 22.984 seconds (107.840 miles per hour) in the Seymour Enterprises No. 29, and Bettenhausen dropped it to 22.790 (108.363) in his Terre Haute First National Bank No. 12 in 1986. In the third running Vogler got the record back with a lap at 22.533 (109.599) in the Ben's Hoosier Tire/Gaerte Engines No. 3.

In 1988, Gibson was the fast qualifier at 22.621 (109.173).

In 1990, Vogler lowered the record by almost two seconds to 20.868 (118.344).

Fast qualifiers haven't been able to place in the top five positions in the race, however, as Vogler finished ninth in 1985, 20th in 1987, and was the first car out of the 1989 race as he lost a wheel on the first lap of the opening 75-lap feature. Bettenhausen was eighth in 1986, and Gibson placed eighth in 1988. Warren Mockler faded to 12th after starting on the pole in 1990.

The "Jonathan Byrd's Cafeteria Qualifier" has produced some extremely exciting racing in its 25 laps before each of the previous five events.

Gary Irvin was the winner in 1985, Butler took the 1986 qualifier, the winner in 1987 was Jim Childers, and George Snider took the checkered flag in the 1988 renewal. Andy Hillenburg earned the trophy for the qualifying race in 1990, and Hewitt was the 1990 winner.

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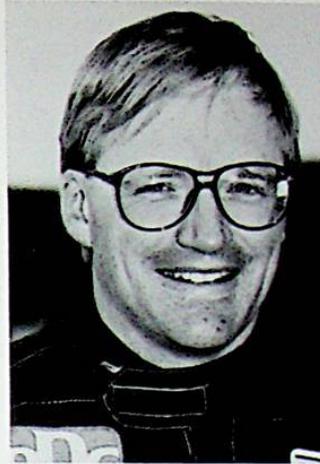
SPRINT CAR & SILVER CROWN DRIVERS



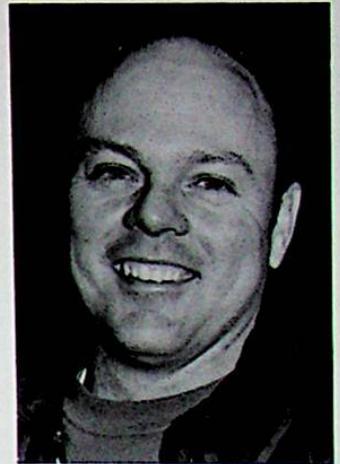
MARK ALDERSON
Timberlake, S.Dak.



JEFF BLOOM
Bangor, Mich.



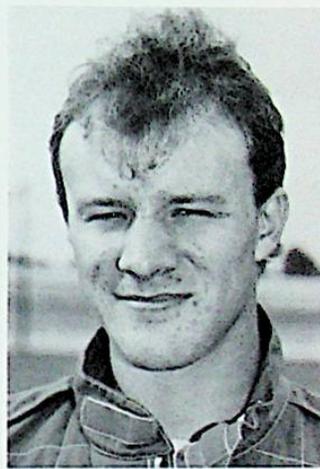
STEVE BUTLER
Kokomo, Ind.



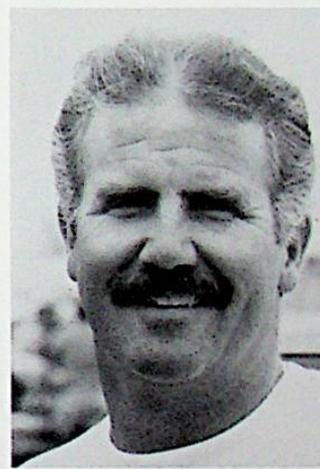
BRUCE FIELD
Lockport, Ill.



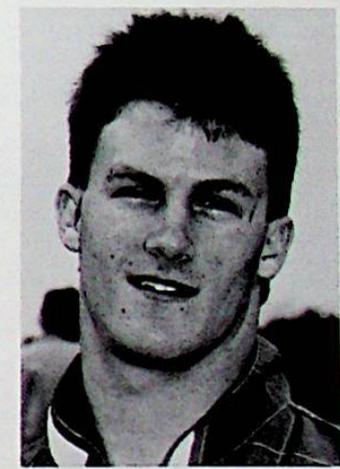
GENE LEE GIBSON
Richwood, Ohio



ERIC GORDON
Greenfield, Ind.



CHUCK GURNEY
Livermore, Calif.



RICK HOWERTON
Indianapolis, Ind.



JIMMY SILLS
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Budweiser Night Before The 500 Has Become Part Of Spring Tradition In Indianapolis

A smorgasbord of motorsports activities is laid out before race fans who throng to the Indianapolis area in May of each year, with one of the most prominent selections being the annual "Budweiser Night Before the 500" - one of the most historic auto racing events in the United States.

The 1991 presentation, on the .686-mile banked and paved oval at Indianapolis Raceway Park, will be the 46th in the colorful history of this race, and will continue its tradition as an extremely prestigious event for the USAC National Midget Series.

When it began in 1946 at the 16th Street Speedway, which was located on the present site of a shopping center just across from the south straightaway of the Indianapolis Motor Speedway, the race featured these quick and exciting cars which for several decades have served as the principal training ground for open wheel drivers in this country.

As the brainchild of promoter Rags Mitchell, the event saw multiple programs in the late 1940s and 1950s on the high-banked quarter-mile. Time trials, elimination heats, and a feature race were a part of each program. The stands were cleared after each main event, but quickly filled again as the gates were re-opened and tickets went on sale.

As many as three complete programs were presented in the course of the night, with practice beginning for the first at about 4:00 p.m. in the afternoon, and the checkered flag falling on the final feature shortly before the gates across the street opened at 5:00 a.m. the next morning.

Only once was a single driver able to sweep all three features, that coming in 1956 when Shorty Templeman dominated the programs.

In the early days, drivers who had qualified for the Indianapolis 500 were sometimes seen competing in the "Night Before" program, but sanctioning officials soon took a dim view of such activity. They first discouraged such participation, then prohibited it. Even after this step was taken, rumors persisted that some drivers with unfamiliar names who were racing the midgets might also be seen in the cockpits of championship cars 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 fifth-mile at the Indianapolis Speedrome in 1962.

It went back to Kokomo in 1967, then made its first appearance on the Indianapolis Raceway Park 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 here through 1978.

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

The event has served as a chronicle of midget racing, with its results showing the evolution of these popular cars through five previous decades.

Powerplants 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" to stock automobile engines seem to be most prominent. The present trend might have been foreseen in the 1960s, when six-cylinder Ford Falcon and Chevy II engines spiced the predominately Offy-powered fields.

In the latter years of that decade, enterprising engine builders sliced a Chevrolet V8 in half and produced a powerplant which enjoyed considerable success, until highly-modified Volkswagen engines came on the scene.

The VW was the engine of choice for most car owners until the late 1980s, when the trend toward smaller cars on the highway began to spawn some interesting innovations.

One of these came to the fore in strength at IRP in May of 1988, when Jack Calabrese of Lansing, Mich. rolled to victory behind a Pontiac-based engine in the 43rd annual "Budweiser Night Before the 500." This marked the first victory for such a powerplant on the IRP oval.

Later in the year, Calabrese picked up another feature win at IRP with the same car, in an event televised live nationally by ESPN. He also broke a track record which had stood for more than ten years, and engines of a similar type have been responsible for continued lowering of the mark.

A new star appeared on the USAC Midget racing scene in the 1989 event in the person of Jeff Gordon of nearby Pittsboro, Ind. Not quite 18 years of age at the time and yet to graduate from high school, Gordon was competing in his first-ever race for these cars in one of the most prestigious events on the schedule.

He went on to win the feature that evening and, like Calabrese, posted another victory in his Pontiac-powered car on this track later in the year in an ESPN-televised program.

Gordon came back to the 1990 "Budweiser Night Before the 500" and again dominated the competition, becoming the first driver to win in consecutive years since the legendary Jimmy Davies won in 1960, 61, and 62.

Incidentally, Gordon also won another USAC Midget feature later in 1990, as well as a USAC Sprint Car main event, giving him five total

wins at IRP.

Mel Kenyon, the all-time leader in wins among USAC National Midget Series 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 19 racing seasons. A win in the 1991 race - 28 years after his first "Night Before" victory and 11 since he last won it - 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 USAC Midget drivers, winners in addition to Calabrese, Gordon, and Kenyon have included Tom Bigelow, Bill Engelhart, Nick Fornoro Jr., Mack McClellan, Ken Schrader, and Sleepy Tripp.

Thirteen national midget champions have won features in the event, and that list is also headed by Kenyon, who has been the circuit's titleholder seven times. Other former winners who have attained the championship are Rich Vogler, with five titles; Templeman and Davies, three each; and Bigelow, Pancho Carter, Gordon, Sam Hanks, Jimmy Caruthers, Johnny Tolan, Leroy Warriner, and Bob Wente, one crown apiece.

This annual event is regarded as one of the most prestigious on the USAC schedule by crews as well as drivers, primarily because of the outstanding field which is attracted, as well as the large crowd on hand each year.

"Just to be here and make the race with all the competition and the really strong racing teams which show up, and to be part of this excitement in front of all these fans is something of an accomplishment," commented a competitor after a recent "Night Before".

BUDWEISER NIGHT BEFORE THE 500 PREVIOUS MIDGET FEATURE WINNERS

16th Street Speedway

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

Kokomo Speedway

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

Indianapolis Speedrome

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

Kokomo Speedway

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

Indianapolis Raceway Park

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

Indiana State Fairgrounds

1972 - Tom Bigelow, Pancho Carter	1973 - Rained Out
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Indianapolis Raceway Park

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

Indianapolis Speedrome

1979 - Jeff Nuckles, Sleepy Tripp	
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Indianapolis Raceway Park

1980 - Mel Kenyon	1986 - Sam Isenhower
1981 - Mack McClellan	1987 - Nick Fornoro Jr.
1982 - Greg Leffler	1988 - Jack Calabrese
1983 - Ken Schrader	1989 - Jeff Gordon
1984 - Steve Lotshaw	1990 - Jeff Gordon
1985 - Nick Fornoro Jr.	



NATIONAL MIDGET SERIES DRIVERS



TOM BIGELOW
Winchester, Ind.



TYCE CARLSON
Indianapolis, Ind.



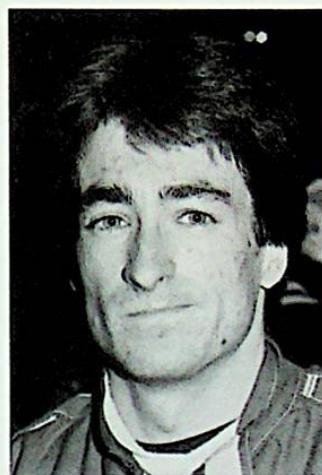
ROY CARUTHERS
Indianapolis, Ind.



BOB CICCONI
Prospect Park, Pa.



MIKE FEDORCAK
Ft. Wayne, Ind.



TED HINES
New Castle, Ind.



JIM KEECKER
Cicero, Ind.



MEL KENYON
Lebanon, Ind.



JOHNNY PARSONS
Brownsburg, Ind.



DON SCHILLING
Ypsilanti, Mich.



MIKE STRECHER
Findlay, Ohio



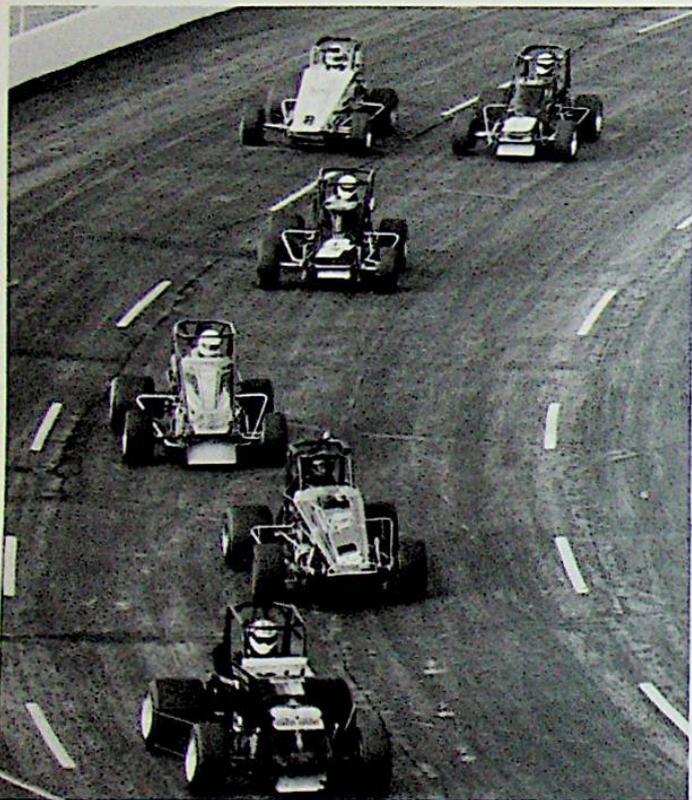
TERRY WENTE
St. Peters, Mo.

1990 USAC Racing Action At IRP



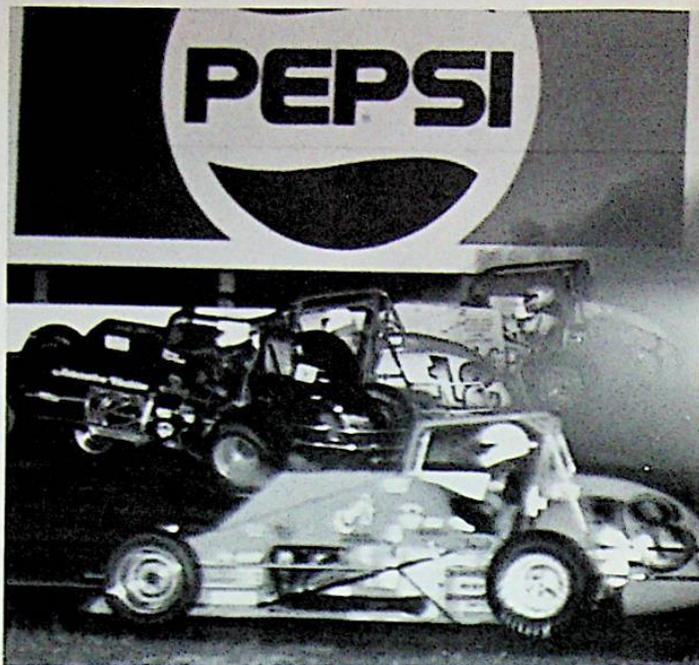
The eyes of experience - Mel Kenyon, who is participating in his 32nd year of USAC National Midget Series competition in 1991, prepares to be pushed off for practice at the 1990 Budweiser Night Before the 500.

(Photo by Al Steinberg)



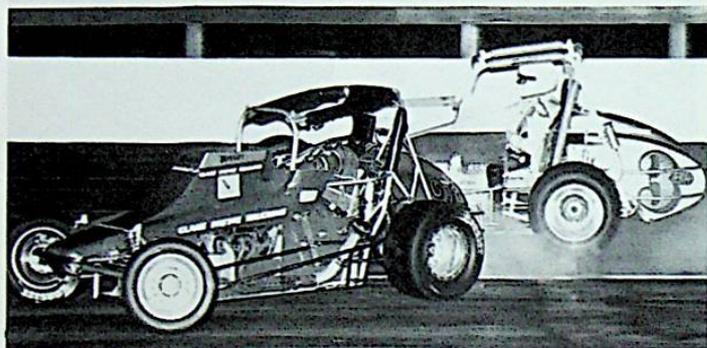
A pack of USAC Sprint Cars roars through the fourth turn during the 1990 Skoal Bandit Racing Indiana Sprint Classic.

(Photo by Garry Hoffman)



The engine of the car driven by Tony Elliott (51, against wall) locked up early in the 1990 Pepsi-Cola 100, and the resulting oil-down collected Bentley Warren (12) and Manny Rockhold (17) as Rusty McClure managed to avoid the mishap on the inside.

(Photo by Jack Gladback)



Roy Caruthers (21) literally ran out of brakes going into the third turn in the 1990 CarQuest Sprint Classic.

Pitching the car sideways, he bumped Mark Alderson, who grazed the wall but kept going, only to be eliminated in a tangle with another car on the following lap.

(Photo by Jack Gladback)

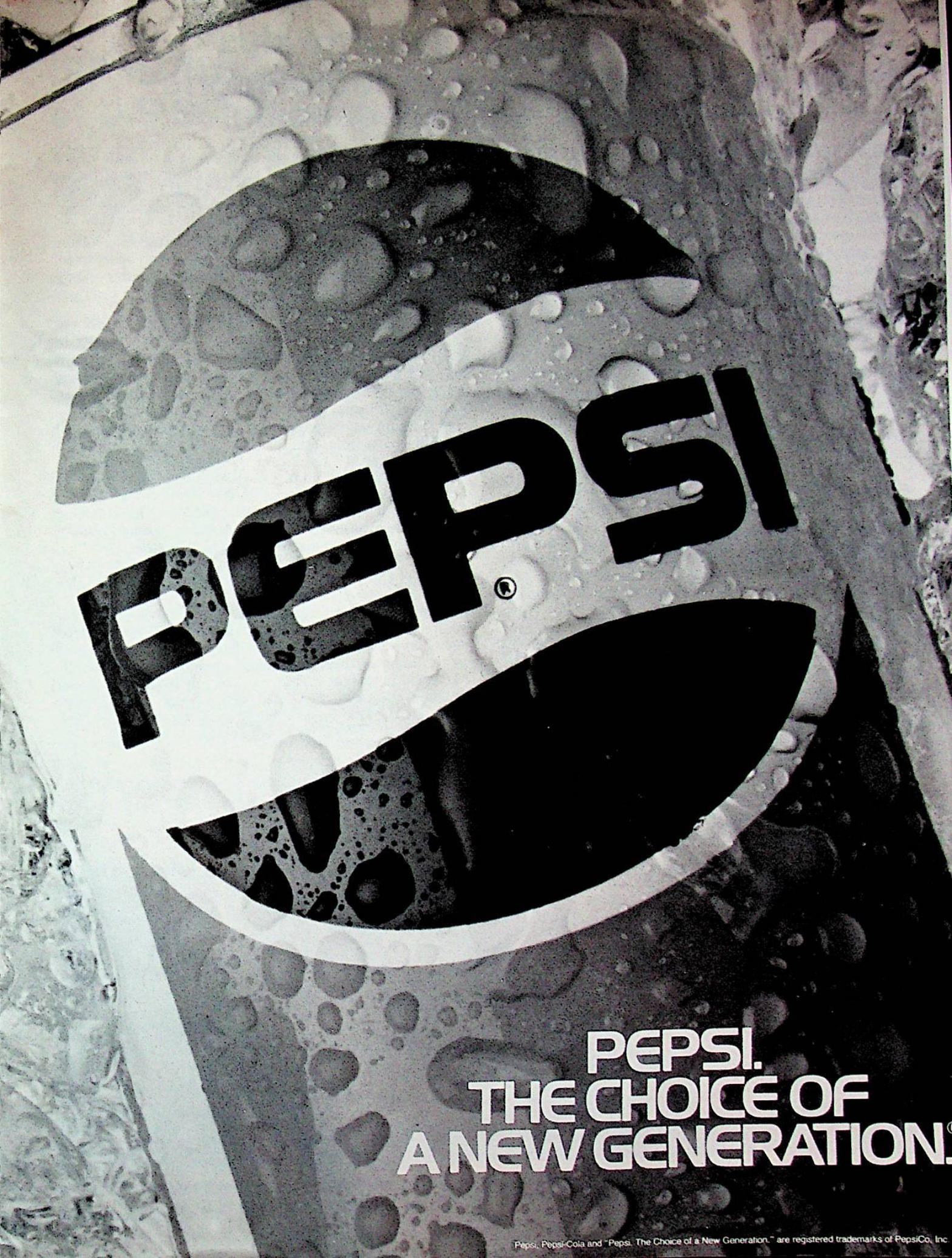
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Valvoline



One of the advantages midgets have over the larger race cars is their accessibility. It's relatively easy to flip one up on its side. Mike Hurst (center) works on Keith Butler's VW-powered car with Butler (left) and a mechanic watching.

(Photo by Katsue Gladback)



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Exciting Midget Competition Provides Some Of The Best Action In Motorsports

The USAC National Midget Series provides some of the most exciting and competitive action in all of motorsports, and the appeal of these small but powerful cars finds testimony in their longevity on the American racing scene.

The sport of midget auto racing itself is one of those uniquely American institutions which is currently in its seventh decade.

Midgets were introduced on the West coast in the 1930s as smaller versions of the cars which were competing at the time in the Indianapolis 500 and on mile dirt ovals around the country.

The adaptability of the midgets to small tracks saw them gain popularity all over the United States, primarily due to the amount of property needed in comparison with other types of automotive competition.

Quite often, the midgets were campaigned on baseball fields, where facilities were already in place for spectators.

By the late 1930s, midget racing circuits had sprung up all over the country, and as much as \$1,000 a week could be earned by a professional driver who was willing to traverse the nation with his car in tow.

The popularity carried over into the winter months, when enterprising promoters began to campaign them indoors. This practice continues today, with the midgets being the most powerful true race cars adaptable to such competition.

At times, the midgets have enjoyed unbelievable levels of popularity in the United States. The period immediately following World War II is a perfect example, and virtually all of the great American drivers of the late 1940s and 1950s saw action in the midgets. At other times, the crowds have dwindled, and attention on the midgets has appeared to fade.

However, through all the lean times there has remained

a hardcore following for the midgets on both sides of the wheel fence. Fans who feel that no other type of racing brings such close competition and wheel-to-wheel action 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, and the overall picture hasn't really changed with the advent of the rear-engine Indy Car.

True, the best way to the "500" seems to be through the sports car and road racing ranks, but that seems to apply only to Indy Car racing in particular. That level IS definitely the most lucrative to those at the peak of the sport, but at the top there is room for only a limited number of drivers.

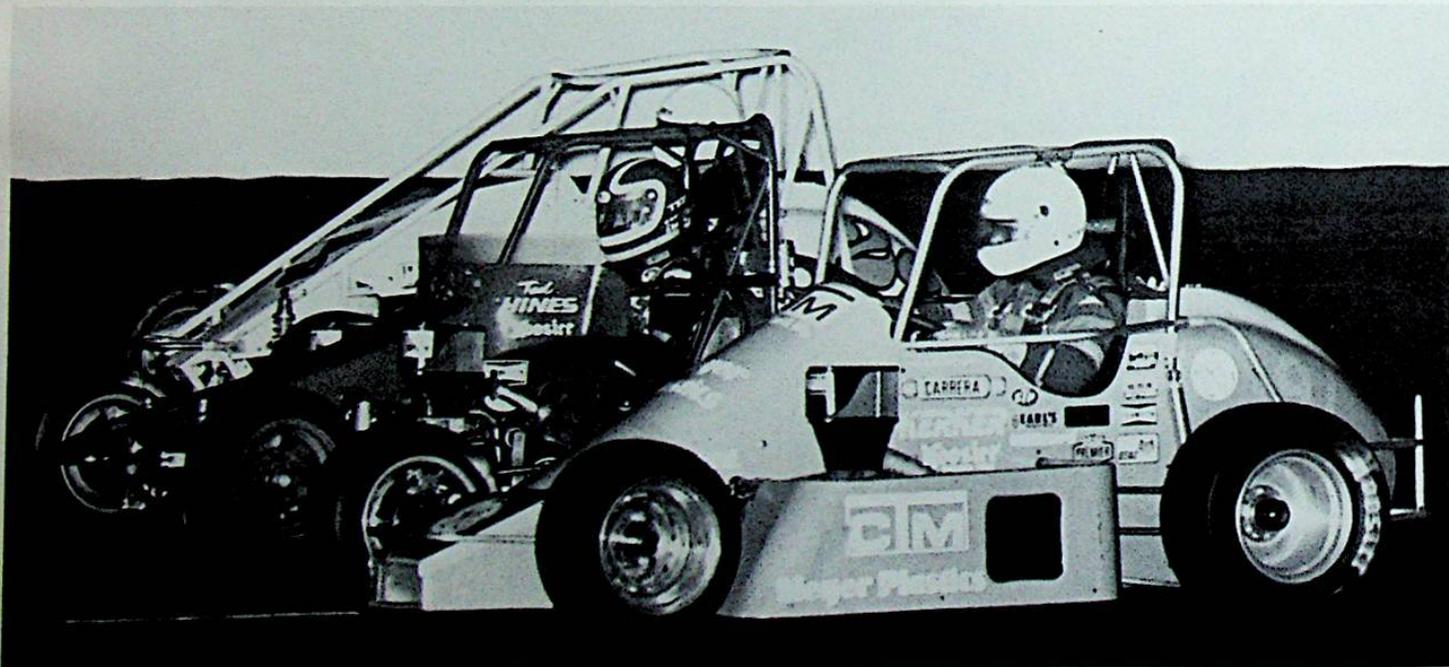
At the same time, paved and oval tracks are located all over this great land, and for those who aspire to drive an open-wheel car at a track near their home or on one of the many "traveling" circuits, the path usually leads to a ride in a midget at some point in time.

Some youngsters begin with quarter-midgets, some with go-karts, but virtually all of those interested in open-wheel 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.

Observers of the midget racing scene have voiced the opinion that televised races at IRP over the past three years have caused even more increased interest in the sport, and a number of new cars have been built.

Interest in midget racing is extremely high at the present time, and with the "Hardee's Racing Series" once again putting this type of action in living rooms all over the world, it will continue to increase.



Three-wide racing isn't at all unusual for the USAC Midgets on the IRP oval. In the photo above, Mike Fedorcak takes his "Munchkin" to the inside in an attempt to pass Ted Hines and John Meyers during a 1990 "Hardee's Racing Series" feature.

(Photo by Katsue Gladback)

IRP Is Playing Host To Crewmembers of U.S.S. Indianapolis This Weekend

Indianapolis Raceway Park is proud this evening to be host to a group of crewmen from the U.S.S. Indianapolis (SSN-697), one of our country's Los Angeles-class nuclear-powered attack submarines.

As part of the sub fleet, the Indianapolis is noted for high speed, quiet operation, the latest in sophisticated weaponry, and the ability to operate at great depths and for long periods of time without surfacing.

Details are secret, of course, and the U.S. Navy will say only that the submarine operates at speeds in excess of 20 knots submerged, and at depths in excess of 400 feet.

The U.S.S. Indianapolis is 360 feet long, the length of a football field including the end zones, with a beam of 33 feet and a draft of 32 feet. She displaces 6,900 tons.

Her normal complement is 12 officers and 118 enlisted men, all of them highly specialized technicians. Her primary mission is to find and destroy enemy submarines, warships, and merchant vessels.

The armament includes Harpoon and submarine rockets, the Mark 48 anti-submarine torpedo, and the ability to launch the Tomahawk cruise missile.

The submarine is the latest proud ship to carry a heritage from our state, a heritage which has included the battleship U.S.S. Indiana (BB-58) and the heavy cruiser U.S.S. Indianapolis (CA-35).

That was an armored cruiser of some 7,000 tons, launched in 1931.

During a career of nearly 13 years, thousands of men served in her, and distinguished visitors cruised aboard her. President Franklin D. Roosevelt reviewed the fleet from her bridge, and made a tour of South American waters aboard her. Also, Secretary of the Navy Claude A. Swanson made an inspection of Pacific stations aboard the cruiser.

During World War II, the Indianapolis served in nearly every corner of the Pacific, and for the last years of the war was the flagship of Admiral Raymond A. Spruance, then Commander Fifth Fleet, in such engagements as the Battle of the Philippine Sea, the Iwo Jima campaign, and the Okinawa campaign.

Her final mission was to transport vital elements of the first atomic bomb - the bomb which was dropped on Hiroshima - from San Francisco to Tinian Island in the summer of 1945.

Having accomplished this mission at high speed and in complete secrecy, she was detached to Guam to rejoin the Fifth Fleet and began her fatal voyage from Guam to Leyte, in the Philippines.

On the night of July 29-30, midway in her voyage, she was torpedoed by one of only three Japanese submarines still in service, and sank just after midnight. No SOS could be dispatched, and no search was made, but survivors were accidentally sighted four days later and a huge rescue effort began. Of the 1,196 men aboard, 316 survived.

The latest U.S.S. Indianapolis carries on the tradition of fighting ships with an Indiana connection, and Indianapolis Raceway Park is extremely proud to serve as host to members of her crew for this event.

On this Memorial Day weekend, we also want to pay tribute to all of our brave sons and daughters who are serving their country with pride, and particularly to those who served with such honor and success in Operation Desert Storm.



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