

1991 OFFICIAL PROGRAM

\$1.00

GREEN BELT SPEEDWAY



1990 IMCA Modified Track Champion
CRAIG TORGESON

HARDIN COUNTY FAIRGROUNDS — ELDORA, IOWA



1990 IMCA Stock Car Track
Champion — RANDY HAVLIK



1990 Hobby Stock Track Champion
DAN SCHIPPER

Iowa's Big Half Mile

RACING SUNDAY NIGHTS

Ron's Auto Salvage

3 miles South & 2 1/2 East
of Allison

Ronald Sauthoff
Ph: 319-287-2871

Closed Sundays
Allison, Iowa 50602

PERFORMANCE AUTO

2801 Falls Ave.
Waterloo, IA 50701
Ph: 319-291-6580

**Stock Car Parts
Machine Shop**

ELDORA FLOWERS & GIFTS

Owners
Linda & Leighton Weltz
1220 Edgington Ave.
Ph: 515-858-2166

American Folk Art - Made in Eldora

The Wolf Creek Outlet Store

at The Trading Post of the Farmer
1413 Washington St, Eldora



Park Place Maid-Rite

Ice Cream - Hard Dip & Soft Serve
Malts • Cyclones • Dinners
Dine in or Carry-Out

Grundy Center, IA Ph: 319-824-3438

515-869-5240 or 869-3883

TOWN HOUSE RACING COLLECTABLES

Race Cards - Post Cards - Photos
Located Under Grandstand On Race Day



TERRY TOWN 520 N. Adams, Wellsburg, IA 50680

Kum & Go

FOOD STORES

• Cold Beer • Pop • Ice • Charcoal • All Picnic Supplies
Hours: 6-11 Mon.-Thurs. • 6-12 Fri. & Sat. • 7-11 Sunday

The County Seat

WINE & LIQUORS

Fine Wines • Liquors • Beer • Imported Beers • Mixes
West side of Courthouse Square in Eldora - Ph: 515-858-3159
Mon. 12-6 pm • Fri. 10-7 pm • Tues.-Thurs. & Sat. 10-6 pm

DENNY'S PLACE

Restaurant & Lounge

1384 Washington
Eldora, IA 50627
Ph: 515-858-2670

Audrey's Hallmark Shop

Bath & Linen Shop

1321 Edgington Ave.
Eldora, IA - Ph: 515-858-5844
Audrey Folkerts - Owner

ADAMS
TACKLE & GUNS
Guns - New & Used
Fishing Supplies

Wellsburg, IA 515-869-5128

ELDORA BUILDING SUPPLY

Your Complete Building Center
HWY. 175 EAST 858-3451

**Eldora
Small
Engine Repair**

Rick Ridpath Bus: 858-2609
1329 Edgington Home: 858-2248

RAINBOW LOUNGE

Serving Your Favorite
Food & Beverages

1320 14th Street
515-858-2224

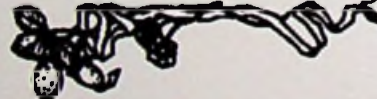
**Bill's
"66" Service**

Eldora, Iowa
858-5271

**Farm Bureau
Service Co.**

Your 24 Hour Fuel Supplier and
Full Service Tire Department
858-3484

The China and Gift Shop



Mary Ellen & Leon Doughty, Owners

1250 Edgington
Eldora, IA 50627
Ph: 515-858-2520

AMERICAN FAMILY INSURANCE

AUTO HOME BUSINESS HEALTH LIFE

**FERGUS
TAYLOR**

Fergus Taylor Agency

1342 Washington St.
Eldora, IA 50627
West side of square
Ph: 515-858-2318



HAPPY JOE'S

Pizza & Ice Cream Parlor

858-2323

Also Serving Sandwiches, Pastas & Salad Bar
Private Party Room Available • Open 7 Days a Week at 11:00 a.m.

Eat-In or Carry-Out Available

Luncheon Smorgasbord 7 Days a Week 11:00 a.m. - 1:30 p.m.

1914 Edgington

Eldora, Iowa

The IMCA Story

The *International Motor Contest Association* (IMCA) was organized in 1915 and is the oldest sanctioning body of automobile racing in the United States. Originally, IMCA's race cars were built specifically for racing and evolved into the "big cars" that ran throughout America's heartland in the summer months, providing thrills to millions of fans at various state, regional and county fairs. J. Alex Sloan—a native of Pittsburgh, Pa.—became known as "The Maker of Champions." He left his job as a sports writer in St. Paul, Minn., in 1905 because of his interest in automobile racing. He became a partner of William Pickens and, together, they staged races all over the country with such famous drivers as Louis Chevrolet and Barney Oldfield. It was in his first year of association with Mr. Sloan that Oldfield established new speed records at Daytona Beach, Florida. By 1910, Barney Oldfield was a household name, for he had thrilled fans in all corners of the nation.

Sloan set out on his own and continued to dominate the racing field. In 1915 he moved to Chicago and was instrumental in organizing IMCA. From that time, until his death in 1937, he operated exclusively under the IMCA sanction. J. Alex was at the helm when the first ever IMCA sanctioned event was held at the Michigan State Fairgrounds in Detroit.

In 1922, J. Alex, together with Sig Haugdahl, another great driver of that era, designed and built a car called the "Wisconsin Special." The car far surpassed anything up to that time. With Haugdahl as pilot, the car sped to a new record on the beach at Daytona as he became the first man ever to travel three miles in a minute. On April 7, 1922, Haugdahl roared down the beach at a speed of 180.27 miles per hour, an unheard-of speed at that time. Haugdahl's record stood for many years as the fastest ever recorded by man on land. As time passed, Sloan's activities became so widespread that, at one time, there were five racing circuits appearing under his supervision in various parts of the United States and Canada.

In 1930, he and a group of associates known as the World Amusement Corporation designed and built a rocket car which was accelerated by discharging rockets. This car was used at various places for exhibition pur-

poses until it blew up in Springfield, Ill. with Haugdahl driving.

At the time of his death in 1937, J. Alex Sloan was running more races than all other promoters in the United States combined. He was a familiar figure at speed events throughout the country and, undoubtedly, contributed more to the development of IMCA, and racing in general, than any other man of his day.

After his father's death, John Sloan became the head man of IMCA. He continued his father's tradition and several "firsts" were recorded under his leadership. By this time, Al Sweeney, a Chicago native, was involved with IMCA and the sanctioning body became known as one of the most innovative for its time. In fact, the first ever "late model" race was held under the IMCA sanction. That was on Nov. 9, 1947, on the mile track at Lubbock, Texas, and the legendary Jud Larson won in a Ford.

With Al Sweeney and Frank Winkley, both now deceased, calling the shots, IMCA continued to grow. In the mid-1960s IMCA ran on the new 1-1/2 mile Atlanta International Raceway with Greg Weld of Kansas City establishing a new world's closed course record of more than 160 miles per hour in qualifying.

In the mid-1970s, control of IMCA again changed hands with Keith Knaack of Vinton, Iowa, taking the helm. IMCA proved its adaptability to changes in racing, brought on by a struggling economy, with the development of the IMCA Modified race car. In fact, IMCA's involvement in all divisions is designed to lower the cost of competing, thereby increasing car counts for promoters across the nation. The success of the IMCA Modified program is pointed out in the fact that in 12 short years since the car was first built and raced, more than 2,000 drivers are now competing in this division. IMCA has again expanded to include 20 states and Canada and there were 83 separate sanctions in 1990. IMCA is dedicated to lower-cost racing. That IMCA has been successful with its "low cost" philosophy is graphically demonstrated by the number of tracks and competitors now racing with America's oldest sanctioning body—the *International Motor Contest Association*.





Car No.	Driver	Finish	Car No.	Driver	Finish

Car No.	Driver	Finish	Car No.	Driver	Finish

Car No.	Driver	Finish	Car No.	Driver	Finish





Car No.	Driver	Finish	Car No.	Driver	Finish

Car No.	Driver	Finish	Car No.	Driver	Finish

Car No.	Driver	Finish	Car No.	Driver	Finish



Racing Flags

And What They Mean



Green
Start

The course is clear. Go. When the green flag is waved it means the race is on. All cars can go regardless of what their position on the track is at the time the flag is displayed. No car shall be operated at racing speeds at any time except when the green flag is displayed.



Yellow
Caution

This is the caution flag. All cars must immediately slow down and get in single file. No cars are to be passed while this flag is displayed. Any driver who passes cars under this flag may be fined positions, disqualified or suffer the loss of prize money. The local track rulings as to penalties for disregard of the caution flag may vary, but the penalties must be made known to all drivers in advance. Any driver racing under the caution in anticipation of the green flag being displayed may be penalized in the same manner as if he passed cars.



Red
Stop

The race is stopped. Proceed at a slow speed to the starting line but remain on the race track. Do not pull into pits unless directed by an official. Any car not ready to go when the race is re-started will suffer the loss of all laps completed while it is in the pits but may re-enter the race after it has been re-started providing it leaves the pits under its own power. Any driver who disregards the red flag to the extent that he completes a full lap after going by the starter when the red flag is displayed and continues on around the track while the red flag is out shall be disqualified from the event or may be disqualified from the remainder of the day's program as per the judgement of the officials.



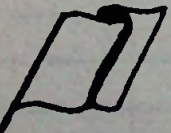
Black
Disqualified

Pull in for consultation. This flag is used when an official wishes to give a driver instructions, when parts of a car are loose and constituting a hazard, or in cases of disqualification.



Blue
Move Over

Blue flag with diagonal stripes. Passing or layover flag. Move to the part of the track that the starter signals you to. Ordinarily used when a faster car is lapping a slower one.



White
One Lap to Go

One more lap before the finish of the race. No cars can be rendered any assistance after the white flag is displayed.



Checkered
Finish

Checkered flag. The race is over. The first driver to receive this flag is generally the winner, pending announcement of the official scoring positions. After winning a race each driver will bring his car to the finish line before going to the pits.

IMCA MODIFIEDS



X500 - Danny Wallace, Des Moines



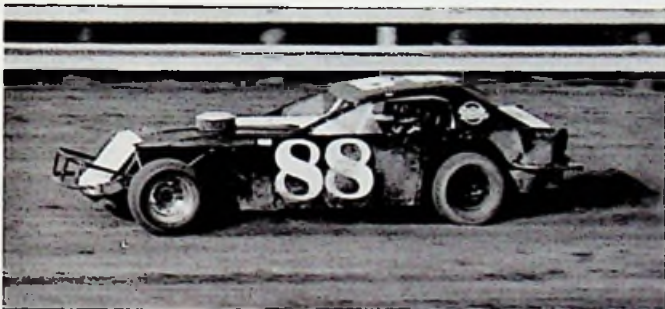
606 - Randy Davison, Eldora



607 - Rick Ehmen, Dike



Car No. 30 - Todd Cooney, Des Moines



603 - Merl Manning, Eldora



605 - Irwin Schwandt, Iowa Falls



817 - Dan Drury, Des Moines



1205 - Dan Nesteby, Waterloo

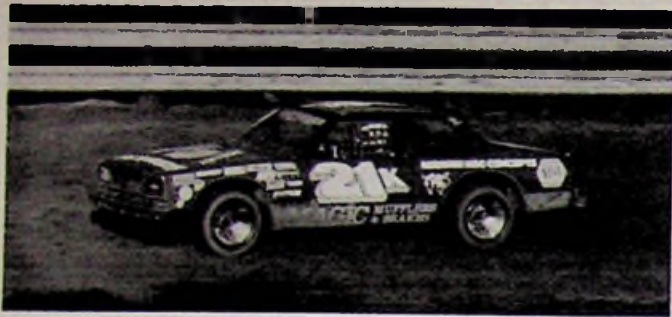


417 - Mike Smith, Jewell



1612 - Duane Van Deest, Conrad

IMCA STOCK CARS



405 - Kevin Kreimeyer, Iowa Falls



1124 - Doug Smith, Marshalltown



64 - Scott Williams, Steamboat Rock



724 - Paul Sealman, Grundy Center



2336 - Harvin Rust, Grundy Center



1302 - Terry Town, Wellsburg



334 - Chris Kruse, Des Moines



1117 Jerry Schipper, Dike



1516 - Dave Blankenship, Roland



2013 - Phil Lagerquist, Iowa Falls

GREEN BELT SPEEDWAY

Point Standings - August 5, 1991

Modified

Pos.	Car	Driver	City	Pts.	Avg.
1.	41	Danny Wallace	Des Moines	332	33.2
2.	T39	Craig Torgeson	McCallsburg	298	29.8
3.	88	Darrell Henderson	Ames	286	31.8
4.	33	Dave Blankenship	Roland	280	35.0
	28	Rick Ehmen	Dike	280	28.0
6.	48	John Moore	Neveda	236	29.5
7.	21	Dan Drury	Eldora	234	26.0
8.	4D	Randy Davison	Eldora	228	28.5
9.	80	Duane Van Dcest	Conrad	212	35.3
10.	51	Bill Bonin	Iowa Falls	160	20.0
11.	14	Doran Doty	Des Moines	128	25.6
12.	9	Wendell Voss	Parkersburg	124	24.8
13.	96	Dave Lage	Marshalltown	104	20.8
14.	8	Chip Thompson	Des Moines	84	21.0
15.	24	Robert Avery	Des Moines	80	20.0
16.	38	Dude Thompson	Huxley	74	24.7
17.	5B	Todd Johnson	Des Moines	68	22.7
18.	23	John Allison	Des Moines	66	22.0
19.	81A	Al Tordoff	Alden	50	25.0
20.	58A	John Akins	Eldora	46	15.3
21.	7A	Jim Dentler	Des Moines	44	22.0
22.	7	Todd L. Jensen	Waterloo	40	40.0
23.	69	Joe Dumer	Waterloo	38	19.0
24.	45	Ron Pope	Ames	26	26.0
25.	11J	Jay McCubbin	Laurel	24	24.0
26.	3	Bill Hildreth	Marshalltown	22	22.0
27.	44	Scott Miller	Oskaloosa	20	20.0
	01	Ed Thomas	Waterloo	20	20.0
29.	X	Jeff Ross	Nevada	18	18.0
30.	65	Randy Havlik	Madrid	10	10.0
	3T	Tod Smith	Altoona	10	10.0

Stock Car

Pos.	Car	Driver	City	Pts.	Avg.
1.	00	Jeff Schroyer	Laurel	344	34.4
2.	3	Doug Smith	Marshalltown	280	28.0
3.	42	Ron Boelts	Wellsburg	272	30.2
4.	73G	Todd Gienger	Bearman	270	27.0
	21K	Kevin Kreimeyer	Iowa Falls	270	27.0
6.	89J	Jerry Schipper	Reinbeck	260	26.0
7.	64	Scott Williams	Steamboat Rock	254	28.2
8.	28	Ian Frerichs	Grundy Center	222	22.2
9.	2V	Paul Sealman	Grundy Center	210	23.3
10.	17A	Bill Allen	Des Moines	188	26.9
11.	69	Larry Clement	Rhodes	180	20.0
12.	7B	Greg DeFrance	Marshalltown	162	32.4
13.	PJ21	Harvin Rust	Grundy Center	148	24.7
14.	V88	Vince Loewen	Eldora	112	18.7
15.	3JR	Dean Flaws	Webster City	102	25.5
16.	19	Rick Gustin	Marshalltown	96	24.0
17.	7X	Walt Wilkinson	Des Moines	88	22.0
18.	44	Rich Smith	Marshalltown	76	25.3
19.	32	Randy Havlik	Madrid	74	24.7
	8N	Eric Huisman	Wellsburg	74	24.7
21.	6	Jeff Carolus	Alden	64	21.3
22.	29X	Tim Kelly	State Center	58	14.5
23.	7	Steve Allen	Colo	46	23.0
24.	50	Wes Landis	Eldora	42	14.0
25.	35	Wayne Crummins	Fort Dodge	40	40.0
26.	21	Jeff McMeekin	Laurel	38	38.0
	81	Don Killen	Des Moines	38	19.0
28.	6X	Jess Orgell	Ellsworth	28	28.0
29.	17B	Bob Bell	Pleasant Hill	18	18.0
30.	5H	Craig Hanner	Des Moines	16	16.0
	47	Chris West	Laurel	16	16.0

Hobby Stock

Pos.	Car	Driver	City	Pts.	Avg.
1.	49	Doug Otto	Cedar Falls	390	39.0
2.	8	Brent Smith	Laurel	366	36.6
3.	16	Tony Pruis	Holland	274	27.4
4.	19K	Dan Schipper	Dike	216	30.9
5.	26A	Steve Donaldson	Union	212	23.6
6.	73X	Steve Riedel	Rowan	200	25.0
7.	C2	Marty Kunkel	Baxter	196	32.7
8.	11A	Rick Adams	Eldora	158	19.8
9.	H1	Paul Herbrechtsmeier	McCallsburg	148	24.7
10.	38	Todd Karr	Garwin	134	19.1
11.	1F	Steve Fricke	Marshalltown	132	26.4
12.	55	Bob Krause	Eldora	108	18.0
	69ER	Nate Sizemore	Eldora	108	18.0
14.	5	Rob Onnen	Grundy Center	104	26.0
15.	87	Russell Wikert	Eldora	100	25.0
16.	71	Shawn Branan	Marshalltown	96	24.0
17.	32	Craig Smith	Union	74	18.5
18.	77X	Jim Reynolds	Des Moines	64	32.0
	44	Tim Smith	Galt	64	21.3

Pos.	Car	Driver	City	Pts.	Avg.
20.	80	Scott Bloemke	Belmond	60	20.0
21.	57	Richard Hinz	Cedar Falls	54	27.0
	1	Tony Roth	Malcom	54	27.0
23.	69	Steve Schlagel	Dows	50	25.0
24.	66	Chad Mulford	Hampton	46	23.0
25.	99X	David Murty	Chelsea	40	40.0
26.	J24	Joe Wolfgram	Webster City	36	36.0
27.	7	Doug Filmer	Webster City	34	34.0
28.	99	Mike Ersland	Belmond	32	32.0
	34B	Bud Beach	Des Moines	32	16.0
30.	73J	Rick Brooks	Belmond	30	30.0
	30	Mark Chance	Des Moines	30	30.0
	71A	Mark Soma	Belmond	30	30.0
33.	42	Dennis Thayer	Des Moines	28	28.0
34.	73	Rick Knott	Iowa Falls	20	20.0
35.	71X	Dave Baldwin	Belmond	16	16.0
	88	Henry Bunce	Carlisle	16	16.0
	47	Gary Cline	Brooklyn	16	16.0
	21	James Meyers	Maxwell	16	16.0

GREEN BELT SPEEDWAY

Hardin County Fairgrounds • Eldora, Iowa 50627

Terry Town, Promoter - Ph: 515-869-5240 / 3792 / 3883 • Track Phone - Sunday Only 515-858-3901

GREEN BELT SPEEDWAY

IMCA HOBBY STOCK



619 - Brent Smith, Laurel



618 - Terry Schwebke, Cedar Falls



2036 - Steve Fricke, Marshalltown



713 - Gary Cline, Brooklyn



77X - Jim Reynolds, Des Moines



709 - Richard Heishman, Tama



715 - Wayne Carpenter, Owasa



1106 - Ed Eishen, Eldora



2514 - Doug Otto, Iowa Falls



1310 - Rick Adams, Eldora

IMCA Modifieds

The *International Motor Contest Association* (IMCA) Modified division has been and continues to be the fastest-growing of all racing divisions in the United States. In 1989, this division became truly "international" as the class was sanctioned in Canada.

Most tracks running the modified division in the Midwest are sanctioned by IMCA. The reasons most tracks choose to be sanctioned are simple. First, IMCA does not change rules. A number of 4-year-old and 5-year-old cars are still competitive within the class today—in fact, this year's national series champion drove a 4-year-old car most of the season. Second, IMCA guarantees a point fund to the top 20 drivers at each sanctioned track and drivers at each track actually get back MORE in point money than the promoter sends in sanction fees. Third, there is a uniformity in rules enforcement. Fourth, all IMCA member drivers are covered with a \$5,000.00 accidental death, dismemberment and disability insurance policy that is good year-around, while racing or not. Fifth, and perhaps fore-

most, an IMCA modified is legal to run at more than 100 race tracks in 30 states and Canada. While IMCA's point fund is geared to keep the racer racing at his home track, the rules are such that a driver can take his race car on vacation and be legal to race.

Growth of the class has been steady. Prior to 1981, when the current car construction rules were adopted, there were perhaps 30 IMCA modifieds. That number has grown steadily . . . from 75 to 150 to 300 to 600 to 750 to 900 to more than 2,000 cars. The growth can be attributed to the simplicity of the rules, the cost factor, plus the fact that rules don't change from year-to-year, as is the case in many of today's racing divisions.

For information on starting the IMCA Modified class at your track, or for information on sanctioning your existing class of modifieds, contact the International Motor Contest Association, 1800 West D Street (P.O. Box 601), Vinton, Iowa 52349, or call 319-472-4713 from 8:00 a.m. to 5:00 p.m. Mondays through Fridays.

IMCA Stock Cars

The *International Motor Contest Association* (IMCA) Stock Car division is one of the most entertaining, cost effective, and rapidly expanding divisions. It's also one of the most popular among race fans who are tired of the "Camaro parade" in street stock racing.

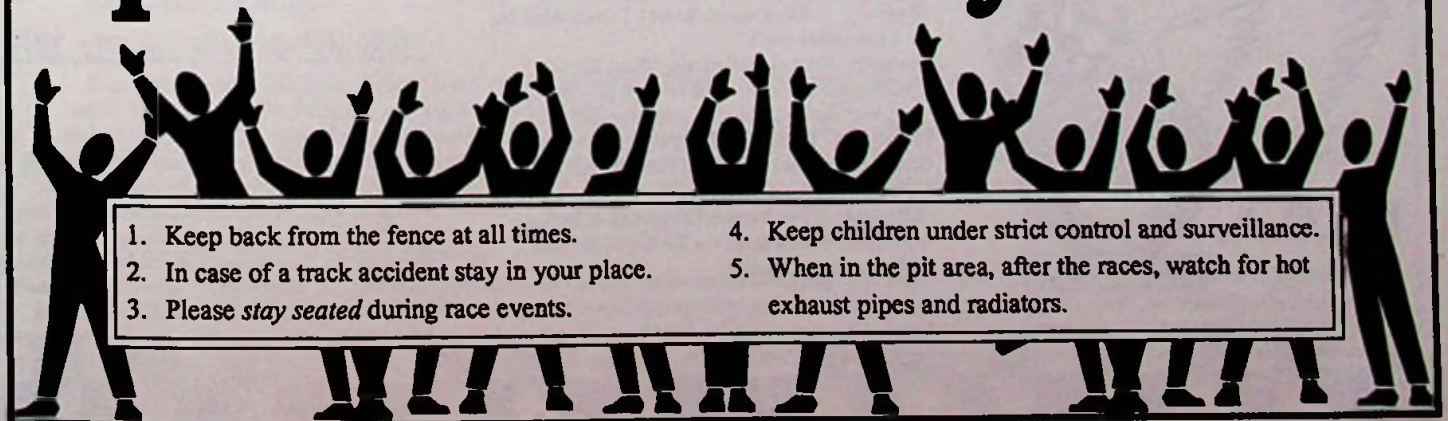
IMCA Stock Cars have returned close competition, with lots of passing, and given fans different winners in different makes of identifiable cars. In this division you'll find steel bodied cars . . . Chevrolets, Fords, Oldsmobiles, Pontiacs, Buicks, and even a Javelin or two . . . back in victory lane.

The rules specify "No Camaros and No Firebirds," but

do allow for unibody frames in the Ford, Chrysler and AMC model cars, while maintaining a 110-inch minimum wheelbase. Newer General Motors products (1978 or newer) are allowed the stock, full-frame, 108-inch wheelbase. It makes for an attractive, competitive field of cars.

The rules of the class are kept simple and "high-dollar" parts are non-existent. Some tracks running these cars now are getting more than 30 for weekly shows and the purse is affordable. For information on the IMCA Stock Car division, call IMCA at 319-472-4713, or write to: IMCA Stock Cars, 1800 West D Street (P.O. Box 601), Vinton, Iowa 52349.

Spectator Safety Rules



1. Keep back from the fence at all times.
2. In case of a track accident stay in your place.
3. Please *stay seated* during race events.
4. Keep children under strict control and surveillance.
5. When in the pit area, after the races, watch for hot exhaust pipes and radiators.

1990 Final Point Standings

Modified

Pos.	Driver	Pts.
1.	Craig Torgeson, McCallsburg	332
2.	Rick Ehmen, Dike	324
3.	Danny Wallace, Des Moines	318
4.	Robert Avery, Des Moines	280
5.	Randy Davison, Eldora	266
6.	Al Tordoff, Alden	264
7.	Dave Stricker, Waterloo	224
8.	Merl Manning, Eldora	210
9.	Irwin Schwandt, Iowa Falls	172
10.	Dan Drury, Eldora	156
11.	Todd Cooney, Des Moines	134
12.	Doran Doty, Des Moines	132
13.	Dan Nestby, Waterloo	118
14.	Mike Smith, Jewell	102
15.	Brian Murray, Des Moines	74
16.	Kenny LeMay, Des Moines	64
17.	Jim Anderson, Des Moines	34
18.	Glen Woodard, Des Moines	34
19.	Steve Johnson, Grinnell	30
20.	Jack Miles, Des Moines	24

Track Champion

Craig (Torgi) Torgeson - T39

Age: 45 Ht: 5' 11" Wt: 190 lbs.
 Born: June 30 Residence: McCallsburg, Iowa
 Married to Judy 25 years, 2 girls.
 Car: 90 Harris, Lurnina - 6 years experience in modifieds. Occupation: Farmer
 Favorites: Country Western music, lobster, Gone With The Wind, ESPN, Ken Schrader.
 Pit Crew: Kevin Torgeson, Max Dunlap, Jake Jacobson.
 Sponsors: Tjelmeland Electric, Doering Seed, Reece Brothers
 Also races at Hamilton County Speedway.
 Other Interests: Golf, eating out.
 Inspired to race by just being around the sport.

Stock Car

Pos.	Driver	Pts.
1.	Randy Havlik, Madrid	382
2.	Kevin Kreimeyer, Iowa Falls	340
3.	Doug Smith, Marshalltown	328
4.	Bill Allen, Des Moines	308
5.	Bill Robertson, Granger	264
6.	Paul Sealman, Grundy Center	240
7.	Harvin Rust, Grundy Center	234
8.	Scott Williams, Steamboat Rock	212
9.	Phil Lagerquist, Iowa Falls	172
10.	Steve Haverkamp, Grundy Center	170
11.	Terry Town, Wellsburg	154
12.	Jerry Schipper, Dike	148
13.	Wesley Landis, Eldora	140
14.	Chuck Gordon, Ackley	126
15.	Bill Bonnett, Knoxville	96
16.	Steve Backen, Tama	86
	Vince Loewen, Eldora	86
18.	Craig Hanner, Des Moines	82
19.	Mike Whaley, Carlisle	66
20.	Rich Smith, Union	66
21.	Rick Gustin, Marshalltown	62
22.	Terry Angle, Marshalltown	58
23.	Ian Frerichs, Grundy Center	54
24.	Tony Bixby, Grundy Center	50
	Chris West, Laurel	50
26.	Jeff McMeekin, Laurel	48
27.	Scott Smith, Des Moines	32
28.	Tom Killen, Des Moines	30
29.	Mark Elliott, Webster City	28
30.	Chris Kruse, Des Moines	26
31.	Jeff Schroyer, Laurel	16
	Pat Surfus, Oskaloosa	16
	Craig Smith, Union	16
	Walt Wilkinson, Des Moines	16
	Larry Clement, Rhodes	16

Track Champion

Randy Havlik - 3Z

Age: 18 Ht: 6' Wt: 160 lbs.
 Born: August 15 Residence: Madrid, Iowa
 Single Occupation: Racer - 2 years stock car & 1 year street stock
 Favorites: Rock & Roll music, Ghost, Knots Landing, Rich Vogler is his favorite race car driver.
 Pit Crew: Bruce Ostrander, John Harmon, Dick Toraky. Sponsors: City State Bank, Forever Green Lawn Care, Sundberg Kirkpatrick Funeral Home all from Madrid.
 Also races at Des Moines Fairground & Webster City. 1989 IMCA stock car Rookie of the Year.
 Other Interests: Football

Hobby Stock

Pos.	Driver	Pts.
1.	Dan Schipper, Dike	320
2.	Brent Smith, Laurel	292
3.	Terry Schwebke, Cedar Falls	282
4.	Steve Fricke, Marshalltown	262
5.	Jim Reynolds, Des Moines	192
6.	P. Herbrechtsmeier, Garden City	190
7.	Wayne Carpenter, Owasa	170
8.	Ed Eischen, Eldora	150
	Doug Otto, Cedar Falls	150
10.	Richard Heishman, Tama	128
11.	Gary Cline, Brooklyn	112
12.	Craig Smith, Union	108
	Steve Donaldson, Union	108
14.	Rick Adams, Eldora	106
	Andy Nott, Marshalltown	106
16.	Brad Kirkpatrick, Des Moines	102
17.	Jim Fox, Eldora	98
18.	Bud Beach, Des Moines	96
19.	Rick Ratzke, Alden	80
20.	John Akins, Eldora	76
	Lawrence Baker, Des Moines	76
22.	Jeff Simons, Wellsburg	70
23.	Ed Sizemore, Eldora	64
24.	Kenny Peters, Lincoln	58
25.	Bruce Rewoldt, Eldora	56
26.	Jim Meyers, Maxwell	54
27.	Gene Kies, Eldora	52
28.	Jess Orgell, Radcliffe	50
29.	Greg Boheman, Tama	42
	Lonnie Phillips, Wellsburg	42
31.	Jeff Henning, Eldora	36
	Rich Ehmen, Reinbeck	36
33.	Doc Doty, Iowa Falls	26
34.	Butch Stuckett, West Des Moines	24
35.	Dale Baker, Marshalltown	16
	Dino Rodish, Des Moines	16
37.	Sharisse Pippen, Webster City	10
	Jeff Weddle, West Des Moines	10
	Larry Fricke, Clemons	10

Track Champion

Dan (Flipper) Schipper - 19K

Age: 25 Ht: 5' 10" Wt: 150 lbs.
 Born: March 18 Residence: Dike, Iowa
 Married to Kaleen Car: '74 Chev Malibu
 Occupation: Mechanic Favorites: Rock & Roll, Days of Thunder, Unsolved Mysteries, pizza.
 Pit Crew: Keith Stockdale, Scott Schipper, Troy Messinbrink. Sponsors: S&S Auto, Sandy's Corner Cafe - Aplington. Other Interests: Hunting & fishing. Experiences: '89 - 2nd in points in street stock, rolled the car in 1989 at Harconia.



IMCA Engine Claiming Rules

- A. \$325.00 cash claim for modified and stock car and \$250.00 for hobby stock on engine, \$25.00 of this goes to wrecker for pulling engine.
- B. Claim does not include - 1. flywheel, 2. clutch, 3. pressure plate, 4. bellhousing, 5. headers, 6. carburetor, 7. starter, 8. motor mounts, 9. sending units and switches for oil pressure and water temperature, 10. carburetor adaptor, 11. fan and pulleys, 12. clutch ball, 13. clutch arm, 14. throw out bearing, 15. dip stick, 16. water pump, 17. distributor, 18. plug wires, 19. fuel pump.
- C. First four position finishers (whether running or not) are subject to engine claim by any other driver finishing fifth on back in the feature, still running competitively at end of feature. In case of multiple claim on same engine, engine will go to qualified driver finishing farthest back.
- D. Driver making claim must drive his race car immediately after feature event finishes, under its own power, directly to claiming area.
- E. Claims must be made within 5 minutes of end of feature race, and all claimed engines must be completely removed within 90 minutes of claim.
- F. Claims must be made to IMCA Official, and \$325.00 or 250.00 cash, current IMCA License (or Temporary Permit), plus claim card must accompany declaration of intention to claim.
- G. Only driver may claim engine and only driver may agree to sell or refuse to sell engine. Only drivers allowed in claiming area. First sell or no sell by driver being claimed is binding.
- H. Promoter may claim any engine following feature, so long as claim is made within allotted (5) minutes.
- I. First refusal to sell results in forfeiture of all cash and contingency winnings for feature, any trophies earned in feature, plus ALL IMCA POINTS FOR THE SEASON. Any driver refusing to sell engine, when claimed within rules, regardless of reinstatement with IMCA, forfeits his right to claim any IMCA driver's engine for 12 calendar months from date of refusal to sell. First refusal to sell will result in driver being suspended from IMCA for 14 calendar days from date of refusal, or until such time as \$300.00 fine is paid to IMCA (NOTE: Car may be suspended, as well, at some tracks); second refusal results in 21 day suspension or until \$600.00 cash fine is paid to IMCA.
- J. Any driver found to be claiming an engine for anyone other than himself will lose all IMCA points for the season and will be suspended for 14 calendar days or until \$500.00 cash fine is paid to IMCA.
- K. All claimed engines must be removed from car at track; buyer must examine engine before removal—once removal is begun, sale is final.
- L. Any sabotage to claimed engine will result in saboteur being suspended from IMCA competition for 21 calendar days or until \$500.00 cash fine is paid to IMCA.
- M. Anyone owning more than one car cannot claim if one of his cars finishes in top 4.
- N. Any driver using any device which is intended to deceive other drivers, including, but not limited to, devices which squirt oil into or onto engine which gives outward appearance of "blown" engine will be subject to the following penalties: Forfeiture of all money and trophies earned in event, loss of all IMCA points, suspension from IMCA sanctioned events for 14 calendar days from date of infraction, or until such time as \$300.00 cash fine is paid to IMCA.
- O. No driver may claim more than four (4) engines during regular season weekly events. (NOTE: After opening night driver may not be allowed to make claim on first night at sanctioned track; however, he may claim during second appearance at track during same season.)
- P. No one driver may claim any other one driver more than once during current calendar year.

Track Procedures Adopted July 7, 1991

ON TRACK PROCEDURES

Once the green flag is displayed, car(s) causing a restart or car(s) involved in a mishap that does bring out a caution or a red flag will be re-aligned at the rear of the field in the order they get back to the start/finish line. NO EXCEPTIONS. Cars not involved will be re-aligned at the start/finish line in the order they were running on the last completed lap. Any car not at the start/finish line when the cars are being re-aligned will be considered as not being ready for competition and his position will be considered vacant.

Cars stopping to avoid an accident will not be penalized as long as you do not make contact with the other cars involved in the mishap and are able to proceed back to the start/finish line in a timely manner.

Anyone going on to the race surface during an event may cause their car to be disqualified from the event or placed at the rear of the event.

Any driver considered to be driving in a manner that is detrimental to other drivers may be black flagged for a stop and go or moved to the rear of the event.

TWO RESTART RULE

Any car causing two restarts by themselves will be disqualified from the remainder of that event. Any car that jumps on the start will bring out a yellow after the green has been shown and will be penalized two positions immediately. The first infraction for jumping on the start will not be counted toward the two restart rule. A second infraction will count and the car will be moved to the rear of the field.

FLAT TIRE RULES

A car with a flat tire will be allowed to change the tire and continue racing if the following rules are met:

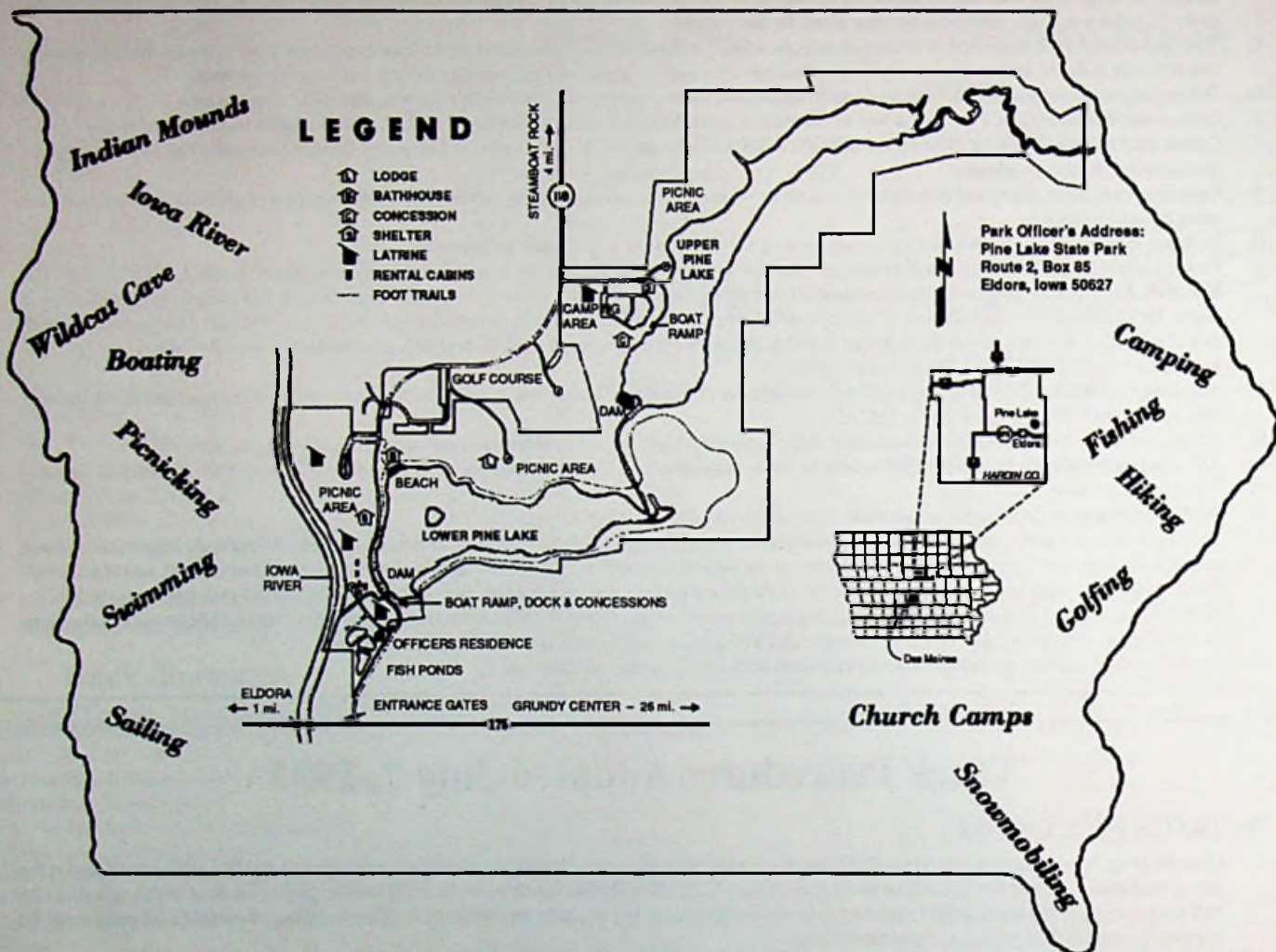
1. You do not stop on the track and bring out a yellow flag.
2. You drive your car to the work area, you enter the work area off the front straight-away and park parallel to the front straight-away. If you intentionally cause a yellow with a flat tire you will be disqualified from the remainder of that event. Any car that pulls into the pits off the back straight-away or any car that pulls into their pit spot during a race will be considered out of the race and not allowed to return to the track.

WHITE/CHECKERED FLAG RULES

Heat Races - The race will be called a complete once the lead car has taken the white flag. The order of finish would be as follows: Cars crossing the start/finish line before the caution or red flag is given would be scored the way they crossed the start/finish line. All other cars will be scored the way they were running on the last completed lap with the car(s) causing the caution or red to be scored at the rear.

Feature Races - If the race must be stopped before the lead car crosses the start/finish line and receives the checkered flag, the race must be re-aligned and revert back one lap. There will then be two more laps run, one green and one white. If the feature race is stopped again then the heat race rule goes into effect.

Central Iowa's Vacationland



Pine Lake State Park Eldora, Iowa

A WORD ABOUT OUR ADVERTISERS!

You'll find some very nice people when you have occasion to contact any of our advertisers. You can be sure that as a "Race Fan" they'll give you the best in value and service.

We wish to thank them for their participation—it helps make the whole "Auto Racing" process work better. We hope you as Race Fans will let them know they are appreciated. Read their messages and give them a "first chance" to earn your business when you

need their services. We're sure you'll be delighted with the results. Be sure to let them know you saw their message in this Racing Program.

Fans, Drivers and Management all appreciate their contribution to the ongoing development of "Auto Racing".

Thanks,
On behalf of all our advertisers



Kosanke Welding & Repair

STAINLESS STEEL & ALUMINUM WELDING

858-5781

2219 West Edgington, Eldora, Iowa



COMPLETE LINE OF HIGH
PERFORMANCE PARTS FOR CIRCLE
TRACK, DRAG RACING, STREET ROD
AND PERFORMANCE ENTHUSIASTS

WE ALSO MANUFACTURE
MODIFIED AND STOCK CAR CHASSIS,
CAGE KITS AND TRAILERS

Order Line
800-777-5228

Tech Line
515-648-5228

627 Dale Dr. - Iowa Falls, Iowa 50126

Next Time You're At The Track . . .

Arrive Early! You'll get your favorite seats and see the practice periods which are often an indicator of the night's outcome . . .

Bring A Stopwatch! You can time laps and check distance intervals all evening . . .

Bring A Camera! Before, during and after the races, your night is best remembered on film . . .

Visit The Souvenir Stand And Photo Booth! There are scores of interesting items and photos of all top competitors for sale . . .

Watch The Starter All Night! His flag signals control the conduct of all races . . .

Pay Attention To Your Track Announcer! He reports official lineups, restart orders, finishes, and informs you of coming events . . .

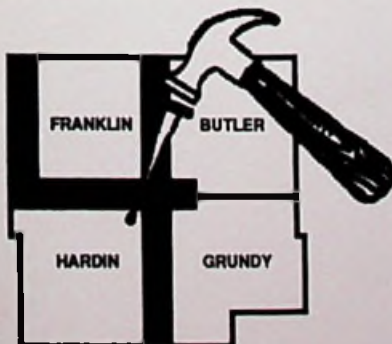
Watch The Back Of The Pack In Early Laps! Some of the night's most daring driving is invariably seen there and then . . .

Listen To Engine Sounds! You'll often be able to predict trouble for a competitor by listening to subtle motor noises . . .

Watch The Leaders On Restarts! Trouble often occurs or dramatic changes in position take place on restarts when front runners fail to get away cleanly . . .

Keep A Lap Scoring Chart! You'll have a detailed record of the night's action . . .

Visit The Pit Area After The Races! The Drivers are eager to meet their fans and sign autographs.



FOUR COUNTY BUILDING SUPPLY

517 Main Street - Ackley, Iowa

Phone: 515-847-3364

"The place to nail down all your
building supply needs"

HC
SB

Do you need CASH?

HC
SB

Use the ATM located on the north-west wall at our Motorbank location.

1414 Edglington Ave.
Eldora, Iowa 50627

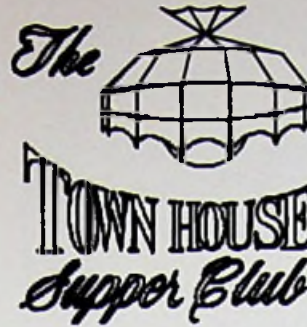
Hardin County Savings Bank

Member FDIC

HC
SB

HC
SB

Terry and Linda Town



**SPECIALIZING IN
PRIME RIB**
Three Cuts Available

Open For Lunch
11:00 a.m. - 1:30 p.m.
Wednesday - Friday

Open Evenings
5:00 p.m.
Wednesday - Saturday
Reservations
(515) 869-3792

Wellsburg, Iowa

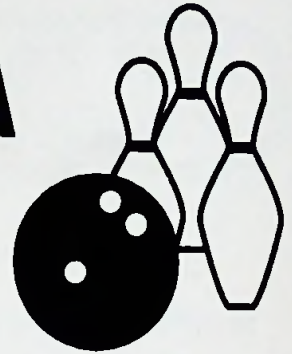
TRI SQUARE GAS PLUS

Amoco Fuels & Convenience Store

Open 7 Days a Week 6:00 A.M. - Midnight

714 Edglington, Eldora, IA
858-2116

ELDORA BOWL



SEE US FOR ALL YOUR LAWNCARE AND FARMING NEEDS



*Nothing Runs
Like a Deere*

H & H IMPLEMENT

Wellsburg, Iowa

Phone: 515-869-3888