

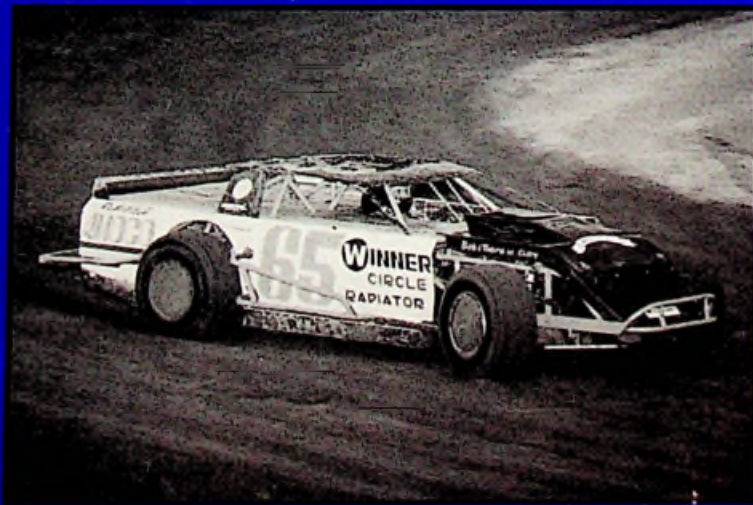


LINCOLN PARK SPEEDWAY

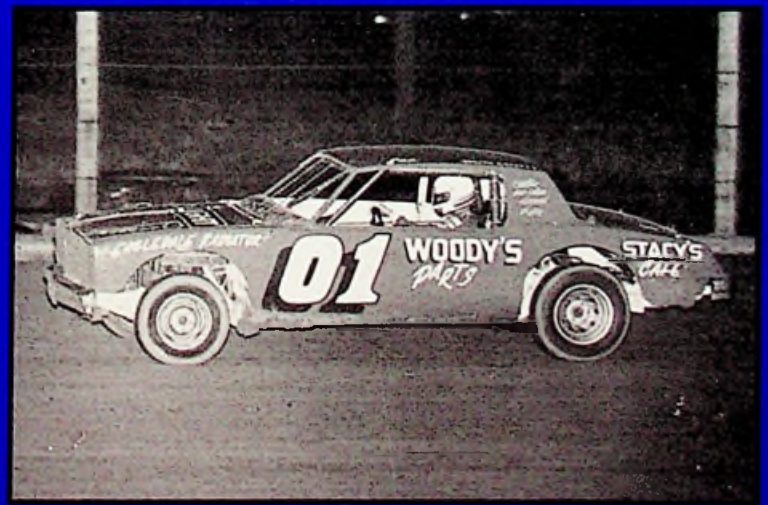
1993 OFFICIAL SOUVENIR PROGRAM



BOB KINSER - 1981, '83, '85, '86, '87, '89, '92 SPRINT CAR CHAMPION



**DON SHOULDERS - 1991, '92 MODIFIED
CHAMPION**



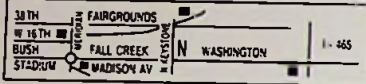
**JOE HOLTSCRAW - 1992 THUNDER CAR
CHAMPION**



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WELCOME RACE FANS

On behalf of all of the staff of Lincoln Park Speedway, we welcome you to one of the most popular auto racing tracks in the nation.

LPS is now in it's 24th season and we are proud to have been the owners and promoters of this exciting racing facility for 13 of those years.

Again this season non-winged sprint cars, modifieds and thunder cars will be the weekly program every Saturday night. Motorcycles will also race as an added class on at least two dates.

Two All Star Circuit of Champions winged sprint car programs are on the schedule this year. Other specials include the Putnamville Clash for non-winged sprints, Mid Season Championships for all three weekly classes and fireworks twice during the season. Check the schedule printed in this program for the dates of all these events.

Also returning for the third year is the Dirt Track Racing Workshops in which you can drive a sprint car here at Lincoln Park. Get all the details by picking up a flyer at the souvenir stand. You can also read all about it in an article on page 2 of this program.


The parking area has been increased this year with the acquirement of more property during the winter. Additional grandstand seating at the north end of the frontstretch is also scheduled to be completed sometime during the season.

The main grandstand is unique here at Lincoln Park in the fact that a lawn chair will fit into every aisle and the new seating area will be constructed in the same manner—all concrete, spacious and clean.

So sit back, relax, have a great time and thank you for attending the races.




(David Nearpass Photo)



Mike Farrar

MIKE FARRAR

President



V. Farrar

"V" FARRAR

Secretary-Treasurer

This year's program cover features 1992 Lincoln Park Speedway champions Bob Kinser (17), Sprint Cars, Don Shoulders (65), Modifieds and Joe Holtsclaw (01), Thunder Cars. (David Nearpass Photos)

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5/16 Mile Conversion Chart

11.0 = 102.273	13.0 = 86.539	15.0 = 75.000	17.0 = 66.177
11.1 = 101.351	13.1 = 85.878	15.1 = 74.503	17.1 = 64.790
11.2 = 100.447	13.2 = 85.227	15.2 = 74.013	17.2 = 65.407
11.3 = 99.558	13.3 = 84.587	15.3 = 73.530	17.3 = 65.092
11.4 = 98.684	13.4 = 83.955	15.4 = 73.052	17.4 = 64.655
11.5 = 97.826	13.5 = 83.333	15.5 = 72.581	17.5 = 64.286
11.6 = 96.983	13.6 = 82.721	15.6 = 72.115	18.0 = 62.500
11.7 = 96.154	13.7 = 82.117	15.7 = 71.656	18.5 = 60.811
11.8 = 95.339	13.8 = 81.552	15.8 = 71.203	19.0 = 59.211
11.9 = 94.539	13.9 = 80.935	15.9 = 70.755	19.5 = 57.692
12.0 = 93.750	14.0 = 80.357	16.0 = 70.313	20.0 = 56.250
12.1 = 92.975	14.1 = 79.787	16.1 = 69.876	20.5 = 54.878
12.2 = 92.213	14.2 = 79.225	16.2 = 69.444	21.0 = 53.571
12.3 = 91.463	14.3 = 78.671	16.3 = 69.018	21.5 = 52.326
12.4 = 90.726	14.4 = 78.125	16.4 = 68.598	22.0 = 51.136
12.5 = 90.000	14.5 = 77.586	16.5 = 68.182	22.5 = 50.000
12.6 = 89.286	14.6 = 77.055	16.6 = 67.771	23.0 = 48.913
12.7 = 88.583	14.7 = 76.531	16.7 = 67.365	23.5 = 47.872
12.8 = 87.891	14.8 = 76.014	16.8 = 66.964	24.0 = 46.875
12.9 = 87.209	14.9 = 75.503	16.9 = 66.568	25.0 = 45.000

Weather Rules and Rain Check Policy

We all know it doesn't rain in beautiful downtown Putnamville, Indiana, but occasionally Mother Nature becomes contrary. In the event a sudden shower occurs, the flagman will halt the races. If the rain or other unfavorable weather, in the opinion of the track officials, is sufficient to cancel the remainder of the contests, racing will not be resumed.

If the half-way point in the program (Trophy Dashes) has been completed, rain checks will NOT be honored. If the half-way point has not been completed, rain checks will be honored at forthcoming races. No Cash Refunds. Rained out features will be run the following week, before the heat races.



A Dirt Track Racing Workshop group after a day of driving sprint cars at LPS. (David Nearpass Photo)



A Participant in the Dirt Track Racing Workshop program going through the corner at LPS. (David Nearpass Photo)

YES, RACE FANS, YOU CAN DRIVE A SPRINT CAR AT LINCOLN PARK

"This is a dream come true". "Awesome thrills". "The ultimate amusement park ride."

These are some of the comments from people who, for the first time in their lives, drove a sprint car here at Lincoln Park in the Dirt Track Racing Workshops. The program is designed for the fan in the stands who has no race driving experience but wants the thrill of driving a sprint car on dirt.

Now in its third year of operation the Workshops have three full blown Gambler sprint cars—a 1990, a 1991 and a 1992. The cars are equipped with 355 CID engines, develop 600 hp and have no throttle stops or governors.

The cost of the one day Workshops is \$395.00 and are held on Tuesdays, Wednesdays and Thursdays through September 30th. A \$500.00 damage deposit is required on the day of the Workshop.

The day starts off at 9:00 a.m. with instructor/race driver Kevin Thomas going over the car pointing out the mechanical aspects and driving variances based on different track conditions.

After that each participant climbs into the car dressed in full racing gear—drivers suit, helmet, arm restraints, neck collar, gloves, helmet restraint, etc.—and is sent out for the first round of ten laps. Most of the safety equipment is provided by Fastrax Racing Products of Dell City, OK.

After the first round is completed for all participants the track is reworked, if necessary, to keep it in the same condition as it would be for a race program. Then each person goes out for their second round of ten laps.

After the conclusion of the Workshop day, participants may buy extra laps if they choose for \$15 a lap on the 5/16 mile clay oval.

For more information about the program and how to get signed up for the Workshops contact Mike Clayton, 4830 Industrial Parkway, Indianapolis, IN, 46226. Tel. (317) 357-3643 or (317) 545-7157. You can also pick up a flyer tonight at the souvenir stand.

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★ Track Records ★

SPRINT CARS

Brad Marvel
13.055 seconds
86.174 mph
July 22, 1989

MODIFIEDS

Larry Taylor
14.326 seconds
78.529 mph
July 27, 1991

THUNDER

Steve Blair
16.272 seconds
69.173 mph
May 20, 1989

Other Track Records

WINGED SPRINTS

Tray House
12.268 seconds
91.702 mph
July 26, 1989

USAC SPRINTS (Non-Wing)

Ron Shuman
12.594 seconds
89.328 mph
May 4, 1985

WoO WINGED SPRINTS

Dave Blaney
12.417 seconds
90.602 mph
May 14, 1988

AMSA MINI SPRINTS

Jimmy Neely
14.324 seconds
78.540 mph
July 27, 1991

ALL STAR WINGED SPRINTS

Kevin Huntley
12.470 seconds
90.217 mph
August 22, 1992

LATE MODELS

Ray Godsey
13.664 seconds
82.333 mph
July 16, 1985

1993 RACE SCHEDULE

<p>MAY 1 SPRINTS, MODIFIEDS, THUNDER CARS</p> <p>MAY 8 SPRINTS, MODIFIEDS, THUNDER CARS</p> <p>MAY 15 SPRINTS, MODIFIEDS, THUNDER CARS Plus MOTORCYCLES</p> <p>MAY 22 SPRINTS, MODIFIEDS, THUNDER CARS</p> <p>MAY 29 SPRINTS, MODIFIEDS, THUNDER CARS</p> <p>JUNE 5 SPRINTS, MODIFIEDS, THUNDER CARS</p> <p>JUNE 12 SPRINTS, MODIFIEDS, THUNDER CARS Plus MOTORCYCLES</p> <p>JUNE 19 SPRINTS, MODIFIEDS, THUNDER CARS</p> <p>JUNE 26 SPRINTS, MODIFIEDS, THUNDER CARS Sprints Mid Season Championship - 30 Lap Feature</p> <p>JULY 3 SPRINTS, MODIFIEDS, THUNDER CARS Plus FIREWORKS</p> <p>JULY 10 SPRINTS, MODIFIEDS, THUNDER CARS Modifieds Mid Season Championship - 25 Lap Feature</p> <p>JULY 17 7TH ANNUAL PUTNAMVILLE CLASH FOR SPRINTS - 30 Lap Feature Plus MODIFIEDS and THUNDER CARS</p>	<p>JULY 24 SPRINTS, MODIFIEDS, THUNDER CARS Thunder Car Mid Season Championship - 25 Lap Feature</p> <p>JULY 31 ALL STAR CIRCUIT OF CHAMPIONS SPRINTS - 40 Lap Feature Plus MODIFIEDS and THUNDER CARS</p> <p>AUG. 7 SPRINTS, MODIFIEDS, THUNDER CARS</p> <p>AUG. 14 SPRINTS, MODIFIEDS, THUNDER CARS</p> <p>AUG. 21 SPRINTS, MODIFIEDS, THUNDER CARS</p> <p>AUG. 28 ALL STARS CIRCUIT OF CHAMPIONS SPRINTS - 40 Lap Feature Plus MODIFIEDS and THUNDER CARS</p> <p>SEP. 4 SPRINTS, MODIFIEDS, THUNDER CARS Plus FIREWORKS And Thunder Cars No Holds Barred Race</p>
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For Race Information Write or Call:

Lincoln Park Speedway
4830 Industrial Parkway
Indianapolis, IN 46226

Office: (317) 545-7157
Track: (317) 653-3485

ALL RACE DATES: GATES OPEN AT 5:00 P.M. RACING AT 8:00 P.M.

PLEASE NOTE: Schedule is subject to changes, deletions or additions. Check your local newspaper and radio station and listen to PA announcements for up-to-date schedule information.

FEATURE LENGTHS: SPRINTS 25 LAPS
(Except for MODIFIEDS 20 LAPS
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★ LINCOLN PARK SPEEDWAY ★

1992 FINAL STATISTICS

(Does Not Include Non-Points Special Events)

Feature Wins
Sprint Cars

Dave Darland	6
Kevin Thomas	3
Bob Kinser	3
Bill Rose	1*
Tray House	1@

Modifieds

Russ Freeland	4
Dan McCullough	3
Larry Taylor	3
Brett Smedley	2
Don Shoulders	2
Don Duncan	1
Junior Pace	1*

Thunder

Steve Blair	6
Joe Holtsclaw	4*
David Monson	2
Ron Wallen	2
Brian Kempf	1

@Putnamville Clash
* Mid Season Championship

Trophy Dash Wins
Sprint Cars

Bob Kinser	4
Kent Christian	2
Jim Whiteside	2
Dave Darland	1
Kevin Thomas	1
Rick Ungar	1
Brad Marvel	1
Joe Roush	1
Jon Stanbrough	1

Modifieds

Dan Shoulders	4
Charles Van Ness	3
Dan McCullough	3
Don Duncan	1
Russ Freeland	1
Larry Taylor	1
Junior Pace	1
James Shoulders	1

Thunder

Steve Blair	5
Leonard Krupa Jr	2
David Monson	2
Ron Wallen	2
Richie Hawkins	1
Steve Smith	1
Mike Cummins	1

Heat Wins
Sprint Cars

Bob Kinser	6
Alan Barr	5
Joe Roush	4
Jon Stanbrough	4
Kevin Thomas	3
Phil Hedges	2
Brian Hayden	2
Jim Whiteside	2
Dave Darland	2

Kent Christian	2
Ray Morgan	2
Dave Peperak	1
Tony Elliott	1
Nick Adams	1
Scott Hull	1
Jeff Donelson	1
Denny Stewart	1
Rickie Gaunt	1
Danny Williams Jr	1
Bill Rose	1
Bruce Sims	1
Jeff Walker	1
Dallas Kinser	1
Robbie Roberts	1
B. Hollingsworth	1

Modifieds

Russ Freeland	5
Don Duncan	5
Jim Liebert	4
Spanky Shoulders	4
Bob Stewart	4
Paul Bumgardner	3
Brett Smedley	3
Tom Russell	2
Charles Van Ness	2
Danny Newlin	2
Dan McCullough	2
Dave Dras	2
Carlos Bumgardner	2
Jim Crisinger	1
James Shoulders	1
Don Shoulders	1
Junior Pace	1
Dale Hayes	1
Doug McCullough	1
Dale Wade	1
Travis Davis	1

Thunder

Steve Blair	9
Joe Holtsclaw	8
David Monson	6
Ron Wallen	5
Chuck Briddick	4
Jeff King	3
Bob Franklin Jr	3
Leonard Krupa Jr	3
Randy Beeler	3
Jim Reynolds	2
Steve Smith	2
Terry Franklin	2
Greg Warthan	2
Chris Wethington	1
Paul Wright	1
Richie Hawkins	1
Wayne Phillips	1
Kevin Miller	1
Harry Shepherd	1
Rick Tabscott	1
Jill Stanbrough	1
Mike Cummins	1
Eric Burns	1
Rick Lewis	1
Terry Dean	1
Steve Steinway	1

Dan Clodfelter	1
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Semi Wins
Sprint Cars

Dave Darland	2
Jon Stanbrough	2
Bill Rose	2
Tim Bookmiller	1
Jim Whiteside	1
Tony Jarrett	1
Kent Christian	1
Brian Hayden	1
Kenny Dunlap	1
Ray Morgan	1
Dave Peperak	1

Modifieds

Danny Newlin	2
Jason Robbins	2
Tom Russell	1
Charles Van Ness	1
Spanky Shoulders	1
Larry Taylor	1
Travis Davis	1
Doug McCullough	1
James Shoulders	1
Don Shoulders	1
Dale Wade	1
Russ Freeland	1
Paul Bumgardner	1
Junior Pace	1

Thunder

David Monson	4
Joe Gilliam	3
Brian Kempf	2
Steve Smith	1
Rick Lewis	1
Terry Dean	1
Mike Cummins	1
Kevin Miller	1
Joe Singleton	1
Richie Hawkins	1
Doug Huffman	1
Chet Bales	1
Dave Kikendall	1
Chris Wethington	1
Brandon Fagin	1

Fast Time
Sprint Cars

Kevin Thomas	3
Dave Darland	3
Bob Kinser	2
Brad Marvel	2
Jim Whiteside	1
Tray House	1
Nick Adams	1

Modifieds

Larry Taylor	6
Tom Russell	3
Russ Freeland	2
James Shoulders	1
Brett Smedley	1
Junior Pace	1

★ ★ SPRINT CARS ★ ★

1992 FINAL POINT STANDINGS - TOP TEN

POS.	DRIVER	HOMETOWN	POINTS
1	BOB KINSER	BLOOMINGTON	392
2	KEVIN THOMAS	DANVILLE	351
3	DAVE DARLAND	LINCOLN	341
4	JOE ROUSH	INDIANAPOLIS	301
5	JIM WHITESIDE	INDIANAPOLIS	259
6	RAY MORGAN	FAIRBANKS	239
7	JON STANBROUGH	DANVILLE	229
8	BRAD MARVEL	BROWNSBURG	228
8	BILL ROSE	PLAINFIELD	228
10	ALAN BARR	COLUMBUS	227



BOB KINSER
1992 Sprint Car Champion

1992 SEASON IN REVIEW

For the seventh time Bob Kinser won the sprint car championship at Lincoln Park. Bob also won the title at LPS in 1981, '83, '85, '86, '87, '89 and 1992. Bob took three features this year and had seven other finishes in the top five for another consistent season. He also won more heat races than anyone else (6), took four trophy dashes, which was the most in the sprint division, and had quick time on two occasions.

In the first half of the year it looked as though Kevin Thomas would win his first points title at Lincoln Park. He maintained a commanding lead with consistent high finishes in the top five every week. However, a mid season wrist injury caused him to miss four races and by the time he returned Bob had too much of a lead for Kevin to overcome. Kevin took second place 41 points behind Bob.

Defending champion Dave Darland won six features, but missed three race programs placing him third in the final tally, only ten points behind Kevin. Fourth position went to Joe Roush and Jim Whiteside had his most successful season in the sprints with fifth. Ray Morgan took sixth and was involved in one of the most exciting features ever at Lincoln Park in a duel with Bob Kinser and Dave Darland. Dave won by just two car lengths over Ray who took second by half a car length over Bob.

Jon Stanbrough finished seventh in the points while Brad Marvel and Bill Rose, who won the Mid Season Championship for his first win at LPS, tied for eighth. Veteran Alan Barr rounded out the top ten.

★ SPECIAL AWARDS ★

**100% ATTENDANCE - BOB KINSER, JIM WHITESIDE,
DAVE PEPERAK, DEREK DAVIDSON**

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HARD LUCK - BRIAN HAYDEN

PERSEVERANCE - BRIAN TAULMAN

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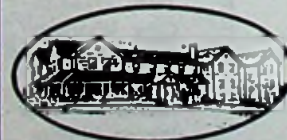
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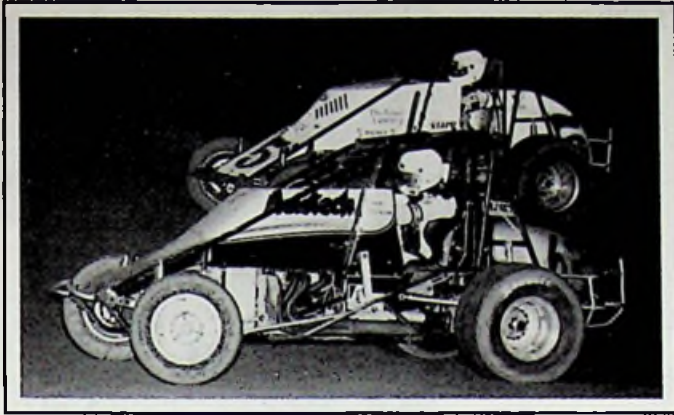


47% discount for race fans!! Present a copy of this ad at the 5-Star Walden Inn - \$35.00 bed and breakfast. Advanced reservations required. Based on availability. Call for further information and reservations. (317) 653-2761

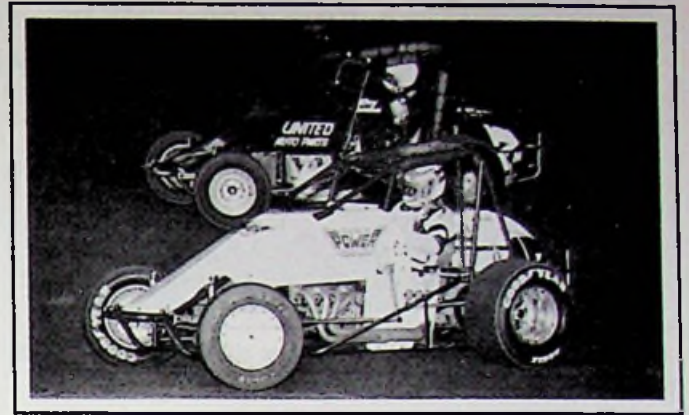
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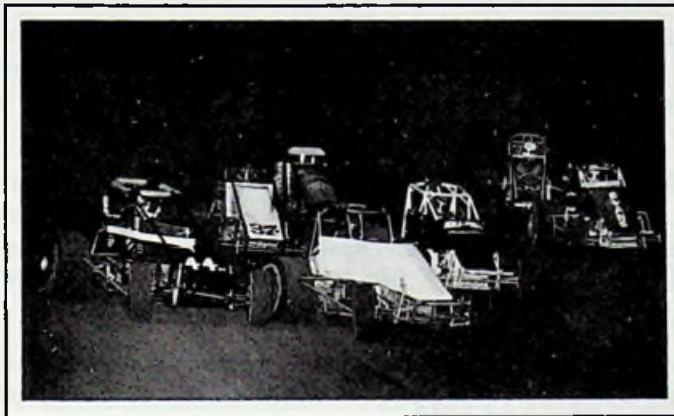
SPRINT COMPETITION



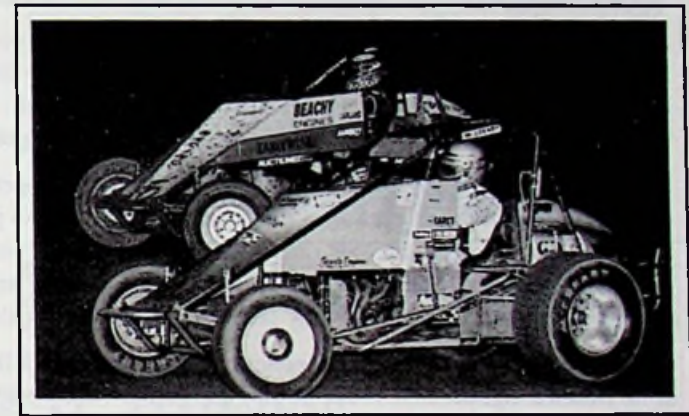
1992 rookie of the year Derek Davidson (63D) races with Brad Marvel (5).
(David Nearpass Photo)



Ray Morgan (7) races wheel to wheel with Bob Kinser (17) for the feature lead.
(David Nearpass Photo)



Here they come out of the corner in typical wheel to wheel competition at LPS.
(David Nearpass Photo)



Kevin Thomas (57) takes the low groove attempting to pass 1990 and '91 champion Dave Darland (36)
(David Nearpass Photo)

Sprint Trophy Winners



Kevin Thomas is all smiles after winning one of four features. Alongside is Kevin's fiance Lisa Cuble and 1992 car owner Paul Hazen.
(David Nearpass Photo)



Kent Christian with his crew after one of two trophy dash victories.
(David Nearpass Photo)

★ ★ MODIFIEDS ★ ★

1992 FINAL POINT STANDINGS - TOP TEN

POS.	DRIVER	HOMETOWN	POINTS
1	DON SHOULDERS	PLAINFIELD	457
2	RUSS FREELAND	NORTH SALEM	386
3	SPANKY SHOULDERS (R)	PLAINFIELD	358
4	LARRY TAYLOR	INDIANAPOLIS	354
5	DAN McCULLOUGH	PLAINFIELD	350
6	CHARLES VAN NESS	BRAZIL	335
7	DANNY NEWLIN	INDIANAPOLIS	295
8	JIM LIEBERT	ZIONSVILLE	280
9	JAMES SHOULDERS	MOORESVILLE	275
10	PAUL BUMGARDNER	GREENCASTLE	255



DON SHOULDERS
1992 Modified Champion

1992 SEASON IN REVIEW

For the second year in a row Don Shoulders captured the modified track championship. During the season he won two features and five second place finishes. In addition, he was in the top five on five other occasions. His consistency paid off in earning points for the title. He also got a heat win, four dashes and a semi. Taking over the points lead on June 7th and never again giving it up, Don maintained first place in the standings for three quarters of the season.

Russ Freeland led early in the year in the points putting together four feature wins and four seconds. He had a lot of problems on several nights but still managed to earn enough for second place. Rookie Spanky Shoulders didn't win any main events but was in the hunt every night and took third. Veteran Larry Taylor was fourth only four points behind Spanky. Two time modified champion Dan McCullough had a roller coaster year being down as far as 18th in the standings, then moving all the way up to second and finishing fifth in the final tally only nine points out of third.

Charles Van Ness had a good year coming in sixth and so did Danny Newlin who took seventh. Jim Liebert made the top ten again as he finished eighth. 1991 rookie of the year James Shoulders was ninth and Paul Bumgardner, who missed 4 race programs, still managed a tenth place finish just one point over Don Duncan.

★ SPECIAL AWARDS ★


100% ATTENDANCE - DON SHOULDERS, RUSS FREELAND, SPANKY SHOULDERS, DAN McCULLOUGH, CHARLES VAN NESS, DANNY NEWLIN, JIM LIEBERT, JAMES SHOULDERS, DON DUNCAN, DALE HAYES, DALE WADE, JIM CRISINGER.

ROOKIE OF THE YEAR - SPANKY SHOULDERS

MOST IMPROVED - BOB STEWART

HARD LUCK - DON DUNCAN

PERSEVERANCE - DWIGHT HAYES & DALE HAYES



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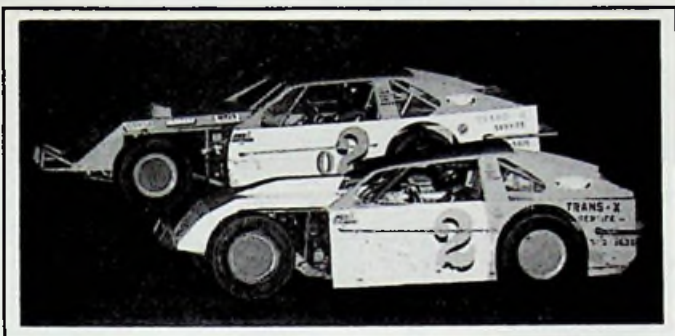
MODIFIED COMPETITION



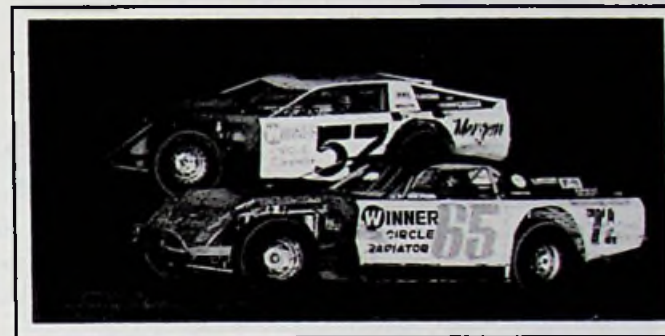
Brett Smedley (22) and Dan McCullough (18) race to the line.
(David Nearpass Photo)



Bob Stewart (12) leads a pack of modifieds out of the corner.
(David Nearpass Photo)



A father and son team competing with each other. Dwight Hayes (2) on the inside and his son Dale Hayes (02) on the outside.
(David Nearpass Photo)



1991 and '92 modified champion Don Shoulder goes at it side by side with his brother Spanky Shoulders (57), rookie of the year in 1992.
(David Nearpass Photo)

Modified Trophy Winners



Junior Pace after capturing the Mid Season Championship in Tom Russell's car.
(David Nearpass Photo)



Charles Van Ness was victorious in three trophy dashes in '92.
(Mike Bauer Photo)

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1992 FINAL POINT STANDINGS - TOP TEN

POS.	DRIVER	HOMETOWN	POINTS
1	JOE HOLTSCLAW	PLAINFIELD	703
2	JIM REYNOLDS	SPENCER	647
3	BOB FRANKLIN JR	ROACHDALE	622
4	DAVID MONSON	BROWNSBURG	601
5	RON WALLEN	BRAZIL	596
6	LEONARD KRUPA JR	TERRE HAUTE	562
7	JEFF KING	GREENCASTLE	532
8	STEVE SMITH	HAZELWOOD	510
9	STEVE BLAIR	BROWNSBURG	501
10	TERRY FRANKLIN (R)	ROACHDALE	469



JOE HOLTSCLAW
1992 Thunder Car Champion

1992 SEASON IN REVIEW

For the second year in a row the thunder car title wasn't decided until the last points feature of the season. Before the feature Joe Holtsclaw had a 36 point advantage over Jim Reynolds. Joe finished 6th and Jim came in 16th and, as a result, Joe Holtsclaw won his first track championship. Also for the second year in a row Jim Reynolds had to settle for second in the final standings. Jim didn't win any features but was very consistent in top ten finishes.

Joe Holtsclaw took the points lead midway through the season, then lost it, regained it again, and never lost it the rest of the way. Joe won four features during the year, one being early in the season, and the other three all in a row late in the year. He also won eight heat races.

Last year's rookie of the year Bob Franklin Jr moved up one spot to take third but still hasn't won that elusive feature. David Monson had his best year winning two main events and fourth spot in the points. Fifth place went to Ron Wallen, who led in the points early in the season. Leonard Krupa Jr had another consistent year for sixth, Jeff King had his best season for seventh and Steve Smith was a threat to win every night to take eighth. Defending champion Steve Blair won six features, more than anyone else, but had a lot of bad luck on the other nights. Rookie Terry Franklin looked very good in finishing 10th.

★ SPECIAL AWARDS ★

100% ATTENDANCE - JOE HOLTSCLAW, JIM REYNOLDS, BOB FRANKLIN JR.
DAVID MONSON, RON WALLEN, LEONARD KRUPA JR,
JEFF KING, STEVE SMITH, STEVE BLAIR, TERRY FRANKLIN,
JOE GILLIAM, DAN CLODFELTER, CHUCK BRIDDICK,
CHRIS WETHINGTON, AARON DEMAREE, KEVIN LOWE,
STEVE STEINWAY, JOE SINGLETON, PHIL LYNCH,
JOE BEAMAN, DONNIE SMILEY

ROOKIE OF THE YEAR - TERRY FRANKLIN

MOST IMPROVED - DAVID MONSON

HARD LUCK - STEVE STEINWAY

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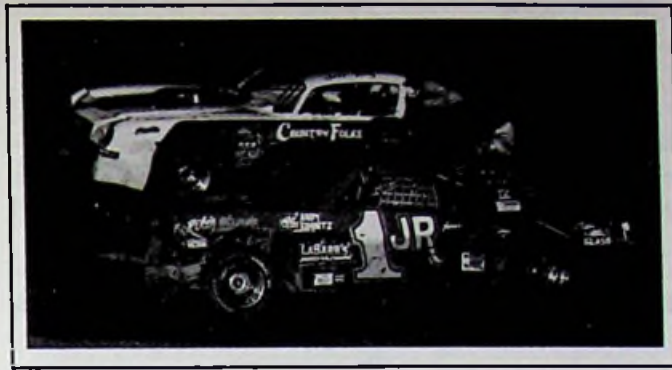
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THUNDER COMPETITION



Is there enough track for this? Three wide are Leonard Krupa Jr (16), Terry Franklin (30) and Mark Mankins (77)
(David Nearpass Photo)



Jim Reynolds (1JR) races side by side with Jeff King (2)
(David Nearpass Photo)



1991 champion Steve Blair (7) tries to get by David Monson (11).
(David Nearpass Photo)



Bob Franklin Jr (9), 1991 rookie of the year, battles with his brother Terry Franklin (30), who was voted 1992 rookie of the year.
(David Nearpass Photo)

Thunder Car Trophy Winners



David Monson (right), after one of two feature wins and car owner Kermit Abell. Monson was voted the most improved driver in 1992.
(David Nearpass Photo)



1992 thunder car champion Joe Holtsclaw who won four features in 1992.
(David Nearpass Photo)

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Sprint Action

None of the drivers in these sprint flips were injured. This proves that the safety equipment required on these cars does its job when an accident occurs.



Doug Kalitta gets upside down on the frontstretch.
(Larry Hostetler Photo)



Danny Smith (2) and Mike Mann (37) flip wildly several times in a crash in the last chance race in the All Stars winged sprints. Gary Trammell (4) avoids most of the accident.
(Larry Hostetler Photo)



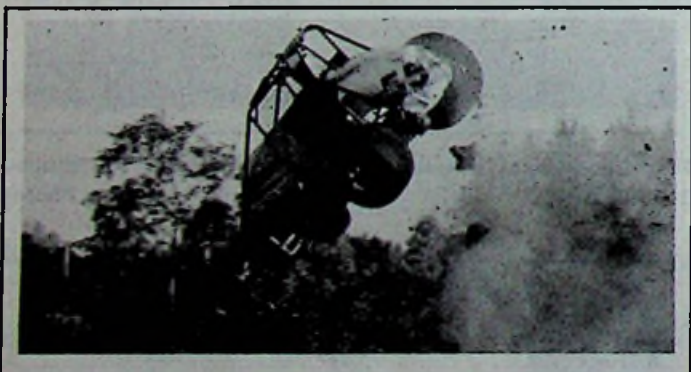
Rookie Bob DeMoss gets airborne in the number three corner.
(David Nearpass Photo)



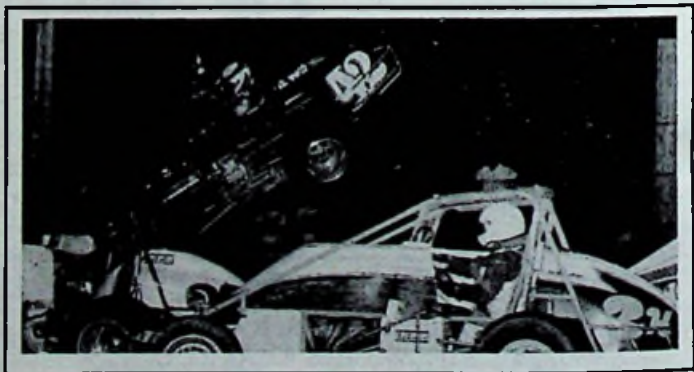
Bruce Sims goes end over end coming out of number four.
(David Nearpass Photo)



Jerry Ruble takes a hard flip in the first turn during a heat race.
(Steve Baker Photo)



Bob Bowen takes a wild ride during a qualifying run.
(Larry Hostetler Photo)



Veteran driver Tim Bookmiller takes a series of end over end flips down the backstretch.
(Larry Hostetler Photo)

THUNDER ACTION



Chris Wethington gets upside in thunder car action.
(David Nearpass Photo)



Steve Steinway (6) runs out of race track and climbs the wall on the frontstretch. Aaron Demaree (10) gets by on the inside.
(David Nearpass Photo)

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POINT SYSTEM AT LINCOLN PARK

In every racing program, except special events, drivers are awarded points for their finishing positions and other accomplishments. These points are tallied up and issued each week to determine the standings. At the end of the season, the driver with the most points is the champion of the division they are competing in. A banquet is held to pass out the awards to the top ten in each division and to honor all those who race at Lincoln Park.

The point system is as follows:

FEATURE - SPRINT CARS AND MODIFIEDS

1 st - 36	7th - 24	13th - 12
2nd - 34	8th - 22	14th - 10
3rd - 32	9th - 20	15th - 8
4 th - 30	10th - 18	16th - 6
5 th - 28	11th - 16	17th - 4
6 th - 26	12th - 14	18th - 2

NOTE: If more than 18 cars start feature, all positions from 19th on will receive 2 points.

FEATURE - THUNDER CARS

1 st - 56	8th - 42	15th - 28	22nd - 14
2nd - 54	9th - 40	16th - 26	23rd - 12
3rd - 52	10th - 38	17th - 24	24 th - 10
4 th - 50	11th - 36	18th - 22	25 th - 8
5 th - 48	12th - 34	19th - 20	26 th - 6
6 th - 46	13th - 32	20th - 18	27 th - 4
7 th - 44	14th - 30	21 st - 16	28 th - 2

NOTE: If more than 28 cars start feature, all positions from 29th on will receive 2 points each.

ALL CLASSES

ATTENDANCE - 1 (Driver must be signed in the pits that night and assigned to a running car in the pits)

HEAT RACE WINNER - 1

TROPHY DASH WINNER - 1

FAST TIME - 1

FIRST ALTERNATE IN SEMI WHO DOES NOT MAKE FEATURE - 1

Note: Driver receives points; not the car.

★ Special Event Winners at Lincoln Park in 1992 ★

Sprint Mid Season Championship June 27th	Bill Rose	30 Laps
Modifieds Mid Season Championship August 8th	Junior Pace	25 Laps
Thunder Cars Mid Season Championship July 18th	Joe Holtsclaw	25 Laps
Fifth Annual Indiana Sprint Week August 1st	Kevin Thomas	30 Laps
Sixth Annual Putnamville Clash August 15th	Tray House	30 Laps
All Star Circuit of Champions Sprints August 22nd	Joey Saldana	40 Laps
AMSA Mini Sprints		
May 2nd	Tracy Hoover	20 Laps
June 20th	Paul Taschler	20 Laps
August 29th	Tracy Hoover	20 Laps
September 13th	Doug Thompson	20 Laps
Motorcycles		
May 16th	Mike Butler	15 Laps
June 13th	Mike Butler	15 Laps

Yellow Flag Rule For Restart

The line-up on a yellow flag restart at Lincoln Park will revert back to the original lineup if the yellow occurs on the first lap, with car or cars involved in a yellow flag situation moving to the rear of the field. After the first lap, the lineup will revert back to the last completed, scored lap.

All cars that are involved in a yellow flag situation must restart on the tail of the field regardless of whether the yellow occurred on the first lap or any point in the race.

The 'Two Spin' rule is in effect at LPS. Any car spinning twice in one race must exit the track to the pits.

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Tray House with his family and crew after winning the Sixth Annual Putnamville Clash. (David Nearpass Photo)



A different angle of the sprint cars on a parade lap prior to the start of a feature. (Ken Simon Photo)

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1992 SPRINT CAR**Feature Winners****(25 Laps Unless Noted)**

MAY 2 KEVIN THOMAS
 MAY 9 DAVE DARLAND
 MAY 16 BOB KINSER
 MAY 23 Rained Out
 JUN 6 BOB KINSER
 * JUN 13 DAVE DARLAND
 * JUN 13 KEVIN THOMAS
 JUN 20 DAVE DARLAND
 @ JUN 27 BILL ROSE
 JUL 4 DAVE DARLAND
 JUL 11 Rained Out
 JUL 18 DAVE DARLAND
 JUL 25 Rained Out
 # AUG 1 ** KEVIN THOMAS
 AUG 8 BOB KINSER
 + AUG 15 TRAY HOUSE
 @@ AUG 22 ** JOEY SALDANA
 AUG 29 DAVE DARLAND
 SEP 5 KEVIN THOMAS
 ** SEP 13 GARY FISHER
 ** SEP 20 Rained Out

* Two Features in One Night

@ Mid Season Championship
- 30 Laps

Indiana Sprint Week - 30 Laps

+ Putnamville Clash - 30 Laps

@@ All Star Winged Sprints
- 40 Laps

** Non Points Race

1992 MODIFIED**Feature Winners****(20 Laps Unless Noted)**

MAY 2 DON DUNCAN
 MAY 9 RUSS FREELAND
 MAY 16 RUSS FREELAND
 MAY 23 Rained Out
 JUN 16 DON SHOULDERS
 * JUN 13 BRETT SMEDLEY
 * JUN 13 LARRY TAYLOR
 JUN 20 DON SHOULDERS
 JUN 27 RUSS FREELAND
 JUL 4 DAN McCULLOUGH
 JUL 11 Rained Out
 JUL 18 BRETT SMEDLEY
 JUL 25 Rained Out
 AUG 1 LARRY TAYLOR
 @ AUG 8 JUNIOR PACE
 AUG 15 DAN McCULLOUGH
 AUG 22 DAN McCULLOUGH
 AUG 29 LARRY TAYLOR
 SEP 5 RUSS FREELAND
 ** SEP 13 DAN McCULLOUGH
 ** SEP 20 Rained Out

* Two Features in One Night

@ Mid Season Championship
- 25 Laps

** Non Points Race

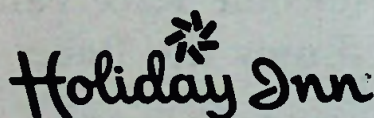
1992 THUNDER CAR**Feature Winners****(20 Laps Unless Noted)**

MAY 2 RON WALLEN
 MAY 9 JOE HOLTSCLAW
 MAY 16 STEVE BLAIR
 MAY 23 Rained Out
 JUN 6 STEVE BLAIR
 * JUN 13 BRIAN KEMPF
 * JUN 13 STEVE BLAIR
 JUN 20 STEVE BLAIR
 JUN 27 DAVID MONSON
 JUL 4 STEVE BLAIR
 JUL 11 Rained Out
 @ JUL 18 JOE HOLTSCLAW
 JUL 25 Rained Out
 AUG 1 JOE HOLTSCLAW
 AUG 8 JOE HOLTSCLAW
 AUG 15 STEVE BLAIR
 AUG 22 Did Not Race
 AUG 29 DAVID MONSON
 SEP 5 RON WALLEN
 ** SEP 13 STEVE BLAIR
 ** SEP 20 Rained Out

* Two Features in One Night

@ Mid Season Championship
- 25 Laps

** Non Points Race



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BOB KINSER HAS RECORD NUMBER OF WINS AT LINCOLN PARK

Since 1980 Bob Kinser has been a regular competitor at Lincoln Park Speedway. During that time he has compiled an impressive record at the 5/16 mile clay oval. Seven track championships, four seconds, and two thirds. In all that time he has finished no worse than third in the point standings winning 46 features in the process, more than anyone else in sprint cars.

But the success of Bob Kinser isn't limited to Lincoln Park. Bob has won a total of 32 track championships, seven of them at Lincoln Park Speedway.



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THUNDER CAR CHAMPIONS

- 1981 Tom Russell
- 1982 Bill Pollitt
- 1983 Mike May
- 1984 Kenny Carmichael
- 1985 Tom Russell
- 1986 James Smith
- 1987 Ernie Smith
- 1988 Kenny Carmichael

- 1989 Kenny Carmichael
- 1990 James Shoulders
- 1991 Steve Blair
- 1992 Joe Holtsclaw

THUNDER CAR ROOKIES OF THE YEAR

- 1981 _____
- 1982 Wally Stelzner
- 1983 Chuck Travis
- 1984 Joe Holtsclaw
- 1985 Brett Smedley
- 1986 _____
- 1987 Jim Liebert
- 1988 Steve Blair
& Chuck Briddick
- 1989 James Shoulders
- 1990 Bill Eubank Jr.
- 1991 Bob Franklin Jr.
- 1992 Terry Franklin

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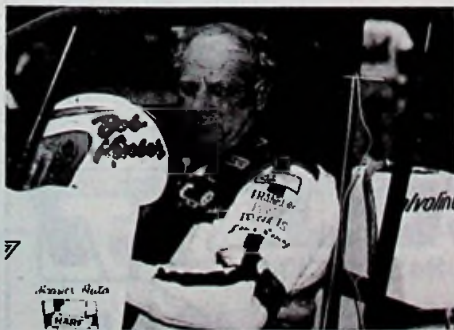
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(David Nearpass Photos)

JOHN ANDRETTI AND KEN SCHRADER RACED AT LINCOLN PARK

Many famous drivers of today competed at Lincoln Park in their racing careers. Among them are John Andretti, now in Indy cars, and Ken Schrader of NASCAR Fame. Both raced here in sprint cars in the early 1980's.



Bob Kinser prepares to go racing at Lincoln Park. (David Nearpass Photo)

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MODIFIED CHAMPIONS

1981 * Steve Sutliff
 1982 * Steve Sutliff
 1983 * Sonny Trosper
 1984 * Sonny Trosper
 1985 + Bob Haberle
 1986 + Mike May
 1987 Dan McCullough
 1988 Carl Collins
 1989 Russ Freeland
 1990 Dan McCullough
 1991 Don Shoulders
 1992 Don Shoulders

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MODIFIEDS ROOKIES OF THE YEAR

1981 * —
 1982 * —
 1983 * —
 1984 * —
 1985 + —
 1986 + Randy Adkins
 1987 Jim Turner
 1988 Jim Waggoner
 1989 Steve Black
 1990 Kenny Carmichael
 1991 James Shoulders
 1992 Spanky Shoulders

SPRINT CAR CHAMPIONS

1981 Bob Kinser
 1982 Van Gurley
 1983 Bob Kinser
 1984 Jeff Donelson
 1985 Bob Kinser
 1986 Bob Kinser
 1987 Bob Kinser
 1988 Mike Helm
 1989 Bob Kinser
 1990 Dave Darland
 1991 Dave Darland
 1992 Bob Kinser

SPRINT CAR ROOKIES OF THE YEAR

1981 Kelly Kinser
 1982 —
 1983 Mark Kinser
 1984 Paul Huntington
 1985 Larry Bland
 1986 —
 1987 Mike Mann
 1988 Nick Adams
 1989 Bill Rose
 1990 Brian Hayden
 1991 Tom Black & Bub Dutton
 1992 Derek Davidson

1992 BANQUET



The three 1992 Lincoln Park Champions pose with track owners Mike and V Farrar. From left to right—Don Shoulders, Mike Farrar, Joe Holtsclaw, Bob Kinser, V Farrar. (David Nearpass Photo)



All of these drivers competed in every race program in 1992 and received Lincoln Park jackets. (David Nearpass Photo)



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TYPES OF RACE CARS AT LINCOLN PARK

There are many types of race cars. Three of the most popular race at Lincoln Park every week—sprint cars, modifieds and thunder cars. The following is a brief description of what each is.

WHAT IS A SPRINT CAR?

Sprint cars have been around since before WW2 without changing a great deal in overall configuration. The tires are now much larger, the engines deliver more power and a roll cage has been added for safety.

These are the type of cars that most drivers competed in prior to getting into the Indy 500 cars. With the advent of rear engine cars that has all changed, but the sprint car remains as one of the most exciting forms of racing.

At Lincoln Park sprint cars are run without wings for the weekly programs. The engine size is unlimited, the cars burn alcohol and are fuel injected. Most of the cars are in the 400 CID range and have Chevy engines.

They have only one gear, have no flywheel or starter and must be pushed to get started.

WHAT IS A MODIFIED?

Modifieds are relatively new to this area, although modifieds have been around in one form or another since 1946. They essentially have stock car bodies with no fenders. They are limited to one carburetor and cannot have aluminum heads or blocks.

Just like the sprint cars they must have a fuel cell with a bladder. They have on board starters and the bodies have specific rules to maintain the modified look.

WHAT IS A THUNDER CAR?

The thunder cars are basically a stock car that have been around since the late 1940's.

The car body and frame must be kept stock and the engines must be the same as the make of car and must remain stock. Headers are permitted and the carburetor is limited to one four barrel stock type.

This class is open to any American made vehicle except four wheel drives, convertibles, station wagons, and trucks. This division is a low cost class to enable anyone to compete. It is for stock automobiles only and they must be former road cars.

FLAGS AND THEIR MEANINGS

When chief starter Gene Cooper and Assistant Starter Jim Bayless wave the various colored flags during a race, each flag has an important meaning to the drivers. The following explains the flags and their message.

THE GREEN FLAG — GO! The race has officially started. It is also used to resume the race after a yellow or red flag period.

THE YELLOW FLAG — Caution. All cars must slow down immediately and hold their position with no passing or stopping allowed. The yellow is utilized to remove a stalled car, clear wrecked cars or remove debris from the track surface.

THE RED FLAG — STOP! All cars must come to a stop immediately. In most cases the red flag is waved when a car has turned over although it is also used when the track is blocked because of a multi car accident. Crews may work on their cars during a red flag and retain their position if the car is moving before the restart.

RED WITH WHITE CROSS FLAG — Indicates the ambulance is on the track.

CROSSED FLAGS — Indicates the halfway point in the race.

THE BLUE FLAG WITH DIAGONAL STRIPE — This is the moveover flag used to indicate to a driver that he is about to be lapped by a faster car.

THE BLACK FLAG — This flag means leave the race and go to the pits immediately. A driver could receive a black flag because of a safety problem on their car, such as a loose dragging bumper, or the car could be smoking badly. The black flag is also used to disqualify a driver for rough driving.

THE WHITE FLAG — One more lap to go.

THE CHECKERED FLAG — The race is over.

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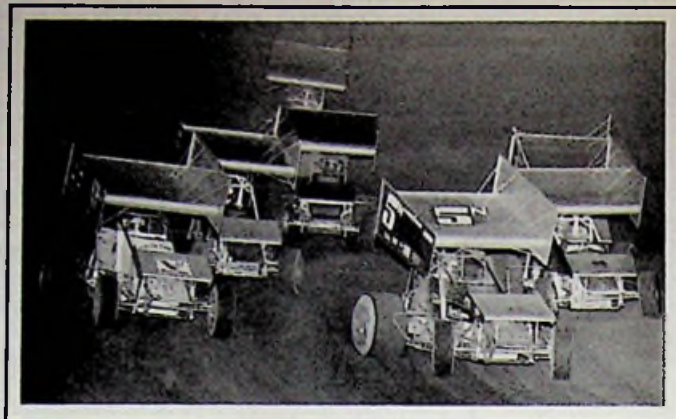
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Tracy Chisham (66) races with Robert Terando (45) in motorcycle action. (David Nearpass Photo)



The winged sprints of the All Star Circuit of Champions in a pack coming out of the corner. Joey Saldana (88) on the outside went on to win the 40 lap feature, his first victory in the All Stars last year at LPS. (David Nearpass Photo)

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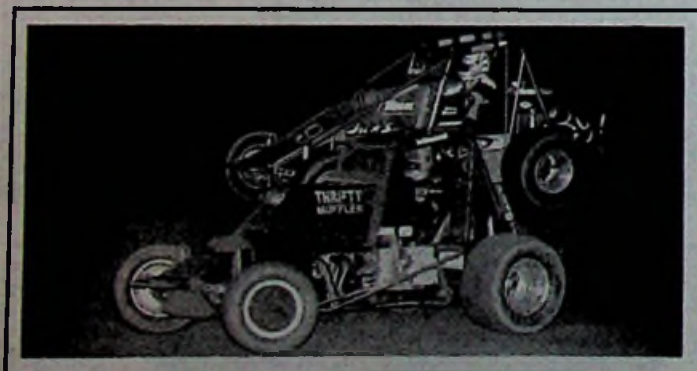
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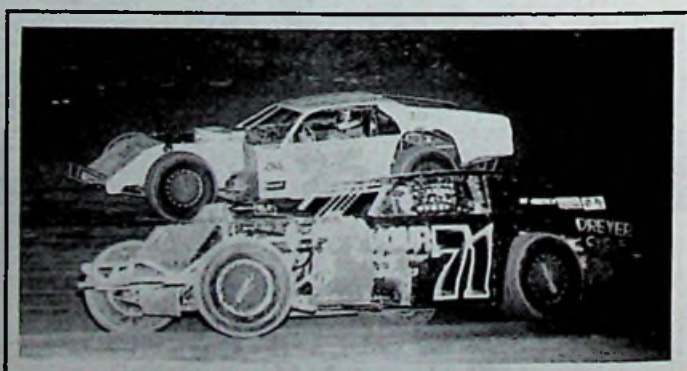
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Jon Stanbrough (81) and Jeff Walker (39) battle for position. (David Nearpass Photo)



Jim Liebert (71) and Junior Pace (25) battle for position in modifieds. (David Nearpass Photo)

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