



**MONTGOMERY INTERNATIONAL
RACEWAY**



ALABAMA 200

Friday, October 9th

First Time Ever at M I R

OPEN WHEEL MODIFIED

\$1,000 TO WIN!

Pony Stock • 20 Laps • \$300 to Win

Street Stock • 20 Laps • \$300 to Win

Don't miss the fastest Late Models in the South

Qualify the *Top Ten* Positions for the ALABAMA 200

\$250 to the Top Qualifier for POLE POSITION

Saturday, October 10th

"Alabama 200"

\$5000 to Win

\$\$ Plus Lap Money \$\$

SEE 202 LAPS OF TODAY'S FINEST

Late Model Racing

Pappalo's Limited Sportsmen

25 Laps • \$500 to win

Pure Stock • 20 Laps • \$300 to Win

Admission

Friday, Oct. 9th

Adults - \$7.00

Children under 12 FREE

Pit Admission \$15.00

Admission

Saturday, Oct. 10th

Adults - \$15.00

Children under 12 FREE

Pit Admission \$15.00

No one under 14 allowed in Pit Area

RACE STARTS AT 7:30

pit gate opens

2:00 p.m.

practice

3:00p.m.

mandatory drivers meeting

6:15p.m.

qualifying

6:30p.m.

"ALABAMA 200" – October 9 & 10, 1992 – Montgomery International Raceway
(DK-13/14)

(Oct. 10) - *LATE MODEL* - 200 Laps :

(Pos.)	(Car No.)	(Driver)	(Qualifying Time)	
1	24	Mike Harmon	19.19 (Fast Time)	
2	41	Mike Oliver	(9 th)	
3	15	Clay Brown	(4 th)	
4	2	Jeff Dawkins	(2 nd)	
5	X2	Jerry Goodwin	19.32	
6	4	Bobby Knox	(5 th)	
7	21	Burt Belter	19.90	
8	32	Kevin Rose	DNQ	
9	50	Doug Deal	20.65	
10	65	Carlson Hill	20.12	
11	10	Ralph Burris, Jr.	20.01	
12	3	Jeff Morgan	(8 th)	
13	47	Wayne Newton	19.67	
14	28	Steve McBride	19.81	
15	1	Chris Mullinax	(7 th)	
16	87	Buddy Welch	19.60	(Crash)
17	42	Butch Gafnea	19.92	(Crash)
18	81	Tony Walls	(3 rd)	(Radiator)
19	8	Larry Speakman	(10 th)	(Crash)
20	92	Jimmy Kitchens	19.75	
21	1	Mark Knox	19.62	
22	96	Greg Davidson	19.35	
23	1	Toney Pitts	DNQ	
24	22	Donnie Brusso	19.54	
25	92	Ron McDonald	20.67	(Crash)
26	74	Jamie Prell	(6 th)	(Engine Failure)
27	00	Jackie Curren	19.80	
28	11	Clint Folsom, Jr.	20.13	
29	17	Gary Easterling	DNQ	

(Oct. 10) - *LIMITED SPORTSMAN* - 25 Laps :

1	5	Doug Reid III		(Drew For Starting Positions)
2	47	Jody Franklin		
3	5	J. C. Cleckler		
4	9	Mike Baker		
5	75	Frankie Spradlin		
6	T6	Bud Thornton		
7	11	Clint Folsom, Jr.	(Engine Failure)	

"ALABAMA 200" – October 9 & 10, 1992 – Montgomery International Raceway
(DK-13/14)

(Oct. 10) - *PURE STOCK* - 20 Laps :

1	56	Glenn Fraser
2	18x	Butch Helms
3	17x	Rick Cowart
4		Bob Gregory
5	19	Shane Johnston
+ 27 – William Churchwell (Crash)		
+ 3 Jr. – Michael Dickens (Crash)		

(Drew For Starting Positions)

(Oct. 9) - *OPEN WHEEL MODIFIED* - 50 Laps :

1	3	Wesley Stephens
2	21	Larry Adams
3	7	Gary Sanford
4	37	Gary Wade Finley
5	32	Frankie Martin
+ 35 – Jeff Morgan		
+ 99 – Gary Nix		
+ 35 – Edwin Gurley (Crash)		

(Oct. 9) - *STREET STOCK* - 20 Laps :

1	1	Lamar Hodge
2	34	Fred Michaud
3	80	Darryl Pierce
4	14	Russell Bishop
5	21	Joey Bocchino
+ 4 – Pat Cruise		
+ 20 – Nelson Wallace (Crash)		

(Oct. 9) - *PONY STOCK* - 20 Laps :

1	34	Eddie Dodd
2		Tim Driscoll
3		Mike Massey
4	15	Johnny Wall
5	30	Bobby Helms
+ 80 – Tim Crawford (Engine Failure)		
+ Buddy Hughens		

Mike Harmon Hits Career High in "Alabama 200"

(Races Run 10-9/10-92)

By: Grady H. Thornton (w/Bucky Roy)

MONTGOMERY, AL.—OCT. 10. In the most lucrative win of his 19-year racing career, Mike Harmon blasted to a decisive victory in the annual "Alabama 200" Saturday evening at Montgomery International Raceway.

Harmon's dominance was never in question, as his team's strength and unity was evident even in Friday's qualifying. He tripped the half-mile oval in 19.91 seconds, locking up the Pregno Firestone Racing Pole Position Award.

On the start, Harmon and Tony Walls ran away from the pack. Harmon's Hamner Performance-powered, Bilstein-cushioned, Eibach-fired, Bama Truck Brokers/C&B Supply/Christopher Enterprises/Four Star Motorsports Camaro led until lap 97, when he pitted twice on a caution period for tires.

Walls picked up the point and led at the 100-lap mark to win the Behind the Wheel halfway leader bonus, and continued until lap 108, when he also pitted for new rubber.

Fate turned nasty for Walls at that point, as his left front tire blew out on pit road. The lowered chassis caused him to drag the radiator and puncture it, rendering his car disabled.

Defending race champion Clay Brown took the point on the restart, and led until a bad crash on the main straight interrupted the action again on lap 113. The #42 car of Butch Gafnea was hit from behind and got sideways. Buddy Welch hit the outside wall hard, then veered back onto the track. Larry Speakman clipped Welch's car at full steam and spun into Gafnea.

It was thought that Jerry Goodwin was leading at that point, but an unfortun-

ate scoring error was made, and it was later discovered that Chris Mullinax, who had passed Brown, was the leader.

The confusion had begun on lap 27, when Jamie Prell blew an engine, and he, Goodwin and Mike Oliver tangled after getting into the oil. Goodwin went over the turn, but he, team owner Dennis Reno and others, declared that he had returned to the track via the backstretch on the lead lap. Other observers, and the scorecards, indicated otherwise.

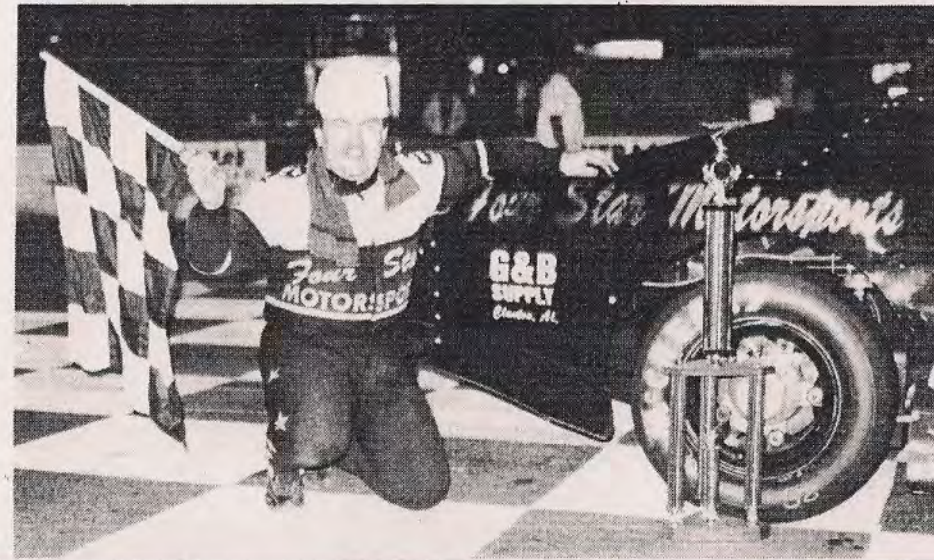
According to Hugh Simpler, Chief scorer, Goodwin's own scorer reported that she missed a lap. He told her how to mark the card and went on.

At the completion of the race, some drivers approached the scoring team and said Goodwin had lost a lap. The cards supported this contention, but because it had not been caught, Goodwin had been credited with leading lap 112-188. He was first thought to have finished second to Harmon, but was later relegated to fifth spot, one lap down.

Reno and Goodwin protested that they should have been sent around to the rear on one of the many caution periods during his assumed lead. The final determination was made approximately 2:30 a.m. Sunday, and Mike Oliver moved up to runnerup, with Brown, Jeff Dawkins, and Goodwin following.

There were 11 caution periods, with two red flags. On lap 41, Ron McDonald of Pensacola reportedly broke a pannard bar and flew off the track in the first turn. The car flipped several times and was stripped of its sheet metal, but the driver escaped without serious injury.

The annual event was actually extended to 202 laps this year. MIR promoter Ronnie Swann, who has rejuvenated the sleepy speedway, is



Mike Harmon's domination of this year's "Alabama 200" was never in question throughout the controversial 202-lap event. (Bucky Roy photo)

adding one lap a year as long as he operates MIR. Thirty-three cars entered, from as far away as Texas.

In local division races, Doug Reid III won the Pappalo's Pizza Sportsman 25-lap season finale, moving into the lead when polesitter Clint Folsom pulled his #11 into the pits for the night. Following Reid were Jody Franklin, J.C. Cleckler, Mike Baker, and Frankie Spradlin.

Glen Fraser's Higgins Garage #56 Chevy won the Pure Stock 20-lapper by taking the lead from Butch Helms on the last lap. Helms followed, with Rick Cowart, Bob Gregory, and Shane Johnston, in his first race ever, in tow.

A hard crash between William Churchwell and Michael Dickens gave everyone a scare, but both walked away unhurt.

The weekend's events marked the end of the MIR season, and division championships were won by Cleckler in

Sportsmen, Fred Michaud in Street Stock, and Glen Fraser in Pure Stock.

The Late Model champ will be decided at a later date between Goodwin and Dawkins, who were tied in points.

OFFICIAL FINISH: ALABAMA 200

1. Mike Harmon, 2. Mike Oliver, 3. Clay Brown, 4. Jeff Dawkins, 5. Jerry Goodwin, 6. Bobby Knox, 7. Burt Belter, 8. Kevin Rose, 9. Doud Deal, 10. Carlson Hill, 11. Ralph Burris, 12. Jeff Morgan, 13. Wayne Newton, 14. Steve McBride, 15. Chris Mullinax, 16. Buddy Welch, 17. Butch Gafnea, 18. Tony Walls, 19. Larry Speakman, 20. Jimmy Kitchens, 21. Mark Knox, 22. Greg Davidson, 23. Tony Pitts, 24. Donnie Brusso, 25. Ron McDonald, 26. Jamie Prell, 27. Jackie Curren, 28. Clint Folsom, and 29. Gary Easterling.

Mike Harmon Captures Alabama 200 at Montgomery

By GRADY H. THORNTON
Birmingham, AL
(RACES RUN 10-9/10-92)

MONTGOMERY, AL (Oct. 10) — In the richest win of his 19-year driving career, Mike Harmon blasted to a decisive victory in the annual Alabama 200 Saturday night at Montgomery Int'l Raceway.

Harmon's dominance was never in question and his lead rarely relinquished during the 202-lap event on the high banks of the half-mile facility.

Harmon tripped the oval in 19.91 seconds at an average speed of 90.406 mph Friday night during qualifying. That locked up the Pregno Firestone Racing Pole Position Award for the race.

On the start, Harmon and Tony Walls ran away from the pack to play alone. The two began lapping the slower of the 30 cars before the 10th lap. Harmon led until lap 97 when he pitted twice on a caution period for tires.

Walls picked up the point on lap 98 and led until the 108th circuit when he pitted under caution to take on rubber. Fate turned nasty at that point. After taking on right side tires on the stop, he began his exit from his pit when the left front tire blew out on pit road. The lowered chassis due to the flat tire caused him to drag the radiator and puncture it, rendering his potentially winning car disabled. He was forced to retire on the 110th lap.

Defending Alabama 200 champion Clay Brown took the point on the restart and led from lap 109 to lap 111. Chris Mullinax got around Brown on lap 126 and stayed there until lap 133.

It was thought that track points leader Jerry Goodwin was leading at that point, but an unfortunate scoring error was made.

The confusion began on the first caution period on lap 27. Goodwin,

Jamie Prell and Mike Oliver were in a first turn tangle on the 27th lap. Goodwin went over the unrailed turn. Prell was headed that way, but stopped just short of going over and was teetering half on, half off the embankment. Oliver spun to the infield.

Goodwin, his team owner Dennie Reno, and some observers declared Goodwin returned to the track via the backstretch without losing a lap. Other observers and the scorecard indicated otherwise.

According to Hugh Simpler, chief scorer, Goodwin's individual scorer reported she missed a lap. He told her how to mark the card and went on. At the completion of the race, some drivers approached the scoring team and said Goodwin had lost a lap due to the spin. The cards supported this contention, but because it had not been caught, Goodwin was initially credited with leading laps 112 to 188. He was initially thought to have finished second to Harmon, but was later officially relegated to fifth spot, one lap down.

Reno and Goodwin protested, arguing among other things they should have been sent around to the rear on one of the many caution periods during his assumed lead.

When the rulings were posted, Harmon, who had been ahead of the scoring problem was left the winner, but Oliver moved up to runner-up, with Brown, Jeff Dawkins and Goodwin in third, fourth and fifth. Bobby Knox, Burt Belter, Kevin Rose, Doug Deal and Carlson Hill rounded out the top-10.

There were 11 caution periods, two of which became red flagged. On the 41st lap, McDonald reportedly broke a pannard bar and was hurled off the track in the first turn. The car flipped several times and was seriously damaged. McDonald escaped without serious injury.

On the 113th lap, the race was once again halted when a three-car pile-up occurred on the frontstretch. The cars of Buddy Welch, Larry Speakman and Butch Gafnea were sidelined with significant damage, but the drivers were not injured.

Doug Reid III won the Pappalo's Pizza Sportsman 25-lap feature. Reid led the entire event with Jody Franklin, J.C. Cleckler, Mike Baker and Frankie Spradlin following.

In Friday night's action, Wesley Stephens won the 50-lap Open Wheel Modified feature. Rounding

out the top five were Larry Adams, Gary Sanford, Gary Finley and Frankie Martin.

Lamar Hodge dusted the competition for the fifth time this season in the Street Stock 20-lap event. Following Hodge across the line were Fred Michaud, Darryl Pierce, Russell Bishop and Joey Bocchino.

The Four Cylinder Pony Stock feature was won by Eddie Dodd. Finishing second through fifth were Tim Driscoll, Mike Massey, John Wall and Bobby Helms.



"Ala. 200" Won by...Spaceman?

Stevens, Hodge, Dodd Top Friday "Alabama 200" Support Events

Race fans braved a chilly evening MIR presented the first night of the two-night annual "Alabama 200" Friday.

Wesley Stephens won the 50-lap Open Wheel Modified feature in the first visit to that track by the low-slung machines. Stephens car qualified fastest and parlayed his pole into a wire-to-wire run.

Edwin Gurley escaped a frightening crash on a restart about midway of the race when his car cleared the guardrail and down an embankment, rolling over on impact.

After a lengthy cleanup, Gary Sanford was able to get close to Stevens a few times, but lost ground, allowing Larry Adams to overtake him. At the finish it was Stephens, Adams, Sanford, Gary Finley, and Frankie Martin.

Lamar Hodge dusted the competition for the fifth time this season in the Street Stock 20-lap event, and setting

fast time and leading the entire race. Polesitter Fred Michaud was second, having come back from the rear after taking a wild ride off the backstretch. Darryl Pierce, in his first trip to MIR, posted a third place finish, with Russell Bishop, and Joey Bocchno in positions four and five.

Heavy damage was done to the #20 car of Nelson, who spun into the front wall.

The four-cylinder Pony stocks raced at MIR for the first time of the year, and Eddie Dodd took his first win here. Pole sitter and early leader Tim Crawford lost power 10 laps into the event, allowing Buddy Hughens to take over.

Dodd inherited the lead when a hub on Hughen's car broke, sending him over the first turn. Dodd duelled with runnerup Tim Driscoll before establishing the lead and beating Mike Massey, John Wall, and Bobby Helms.

In qualifying for the Saturday's Alabama 200, Harmon blistered the track in 19.19 seconds to win the pole. Goodwin's car was found illegal after qualifying, and he was forced to time in again on Saturday.



Doug Reid III won the Sportsman division feature in support racing activity for this year's "Alabama 200" at Montgomery Int'l Raceway. (Bucky Roy photos)

October 9/10, 1992

"Alabama 200"

INTERNATIONAL

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DAY, OCT. 10TH
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Montgomery International Raceway



MIR - Alabama 200 Qualifying Night 10-9-92



MIR 10-9-92. Late Models on the track practicing for Alabama 200 qualifying.
In the lead in the red #96 is Greg Davidson from Pearland, Texas.



MIR 10-10-92 Late Models warming up for the Alabama 200.
#50 is Doug Deal of Montgomery, AL and #96 is Greg Davidson of Pearland, TX.



MIR 10-10-92 Victory lane Pure Stock feature
Winner Glenn Fraser #56 2nd was Butch Helms #18x