

# 1992

June 20, 1992

"SNAP-ON TOOLS EVENT NIGHT"

\$2.00



**BOBBY KNOX**



**DAVID BONNETT**



**MIKE BAKER**



**WILLIAM CHURCHWELL**





We would like to welcome each and every one of you to Montgomery International Raceway for our 1992 Racing Season. We hope to make this season the best one in the history of this track.

Those of you who have been here before know that we made some improvements last year to make this a better race track for all of us. These include such things as a brand new asphalt racing surface, paint, infield work, etc. We hope to make a few more improvements this year for your convenience.

We appreciate all of you coming out to support this track. It will take all of us to keep this track **alive** and hopefully become the **Biggest and Best Short Track In The South!!**

We are glad you are here and hope you will enjoy what always promises to be an exciting night of stock car racing here at Montgomery International Raceway.

Thanks for your support!

Ronnie and Judy Swann

## THE FLAGS

**GREEN** - Start of race - Clear Track-Go

**YELLOW** - Caution-Wreck or Danger on Track, Maintain Position-No Passing.

**BLUE AND YELLOW** - You are being lapped. Move to outside or inside-Yield Right-of-way.

**RED** - Emergency-Stop immediately.

**GREEN FLAG CROSSED WITH WHITE FLAG** - Half way signal.

**BLACK** - Pull into pits for consultation

**WHITE** - You are on your last lap.

**CHECKERED** - Winner.\$...\$...\$...\$...\$...

When the checkered flag is displayed, a race is officially over. When the checkered flag is given the leader the balance of the field receives the checkered flag in the same lap.

## WELCOME RACE FANS!!

### ON THE COVER...

Track champions in all divisions 1991

### TRACK PHOTOGRAPHER...

Grady Thornton

### PROGRAM DESIGNER...

Sorrell & Hodges

### EDITOR...

Doug Benton

### ASSISTANT EDITOR...

Doug Carwife

## CENTRAL ALABAMA WOMEN'S RACING AUXILIARY

FOUNDED	May 1985
PURPOSE	Support Stock Car Racing in our area and assist families involved in Racing, should they need assistance due to an accident or illness.
MEMBERS	All ladies interested in the Sport of Stock Car Racing.
MEETINGS	First Monday evening of every month at 7:30 p.m. alternating between the Metropolitan Life building in Montgomery and the Citizens Bank in Prattville.
PAST SERVICE PROJECTS	Butch Lindley, Bob Fry, Wayne Tanner, Wayne Niedecken, Sr., Randy Wills, etc.
FUND RAISING PROJECTS	Bake Sales, Raffles, Souvenir Sales, T-Shirt Sales, etc. -- to raise money needed to support service projects.
CO-SPONSOR of Awards Banquet	
SPONSOR of GOOD SPORTSMANSHIP AWARD	
RECIPIENT of 2 Service Awards	
FEATURED in a Montgomery Advertiser Article	

TO: Ladies of MONTGOMERY INTERNATIONAL RACEWAY

If you want to become part of an organization that actively supports Stock Car Racing in the Montgomery Area, you are cordially invited to join the CENTRAL ALABAMA WOMEN'S RACING AUXILIARY.

Through C.A.W.R.A. you will have the opportunity to participate in various projects that help the sport and its people tremendously. You will be able to add your talents and effort to those of present members who constantly strive to help the racing families in the area. As an active member of this Auxiliary, you will earn the good feeling that comes from helping others.

If you would like more information about C.A.W.R.A.; please call Helen Gibbons, (205) 365-8147, or Janice Cherry, (205) 285-3569.

You will be glad that you decided to join.

C.A.W.R.A. Members



**City of  
Montgomery Alabama**

**EMORY FOLMAR**  
Mayor

**MONTGOMERY CITY COUNCIL**

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January 15, 1992

Montgomery International Raceway  
Old Selma Road  
Montgomery, Alabama

**Greetings:**

It is my pleasure, as Mayor of the City of Montgomery, Alabama, to welcome you to the 1992 new program of the Montgomery International Raceway.

We are glad to have you in Montgomery for these races and hope that participants and fans alike will have a most enjoyable time. I hope you will take time to see some of Montgomery's fine historical, recreational and cultural facilities while you are here.

Again, welcome, and come again soon.

Sincerely,

*Emory Folmar*  
Emory Folmar  
Mayor

P.O. BOX 1111, MONTGOMERY, ALABAMA 36101-1111

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## HISTORY OF THE TRACK

By: Hugh Simpler

Montgomery International Raceway holds the distinction of being the first paved speedway in the state of Alabama. Built in 1952, it opened for racing in 1953. What was known then as Montgomery Motor Speedway was unique in that it was paved, high banked, and a full half-mile in length. By today's standards MIR would be classified more nearer to a 5/8 mile track. It's 1/2 mile measurement is taken five (5) feet from the inside edge of the pavement. Today, NASCAR measures tracks fifteen feet from the outside wall completely around the track.

Most racing during this period had been contested on the 1/4 mile and 3/8 mile dirt tracks, so the new facility was exciting for both the fans as well as the competitors. Super-Speedways like Daytona and Talladega were merely science fiction in those days, so the Montgomery track, due to the high speeds attained, was quite a challenge to say the least.

For almost 40 years, Montgomery race fans have enjoyed a wide variety of racing events, and have watched many different types of racing vehicles in competition at MIR. For several years MIR hosted the Confederate 24 hour marathon for motorcycles. This was an event that featured the two-wheeled variety of racing machines, and was strictly "run whatcha brung"...in other words, "If you can ride it in here, you can run it..." The writer by the way finished fifth overall out of 205 riders (and second in the 250cc class, for what it's worth) in the 1968 event. After this event MIR decided to concentrate on the four wheeled variety of racing machines.

The "run whatcha brung" machines are fondly remembered by former drivers with comments like, "I wouldn't get out of an electric chair to drive one of those sleek, modern machines that run today. Give me my old Modified!!!"

During the middle '50's the race car of the day was the "run whatcha brung" to the Modified Special. These cars were built from the ground up with special emphasis on the roll cage. They then outfitted the car with a 1930 era coupe or sedan body. (Aerodynamics had not become an issue in racing yet.) The car was then outfitted with a virtually unlimited power-plant that included superchargers, blowers, fuel injection, and anything else that could be bolted on to increase the horsepower. (And anything else that would get past the tech inspector.)

Needless to say, these cars were lightning fast. As a matter of fact, the Modified Special track records, set in 1963 by Donnie Allison, stood until 1972.

By 1964 a new trend was sweeping the racing world. Late Model cars were becoming the 'hot ticket' plus the older model coupes and sedans were becoming harder to find, so MIR followed the trend and adopted the Late Model as it's premiere division. Corporate America had realized the potential of aiming advertising dollars towards the "race fan" and that "race-fans" related to the car they drove to work each day, and adjusted accordingly. Late-Models have been the featured division ever since.

Many a great name in stock car racing have cast their shadow upon the asphalt of MIR, including Buck Baker, Buddy Baker, Marvin Panch, the Flock Brothers (Tim, Fonty and Bob),

Sam McQuagg, Jim Paschal, Lee Roy Yarbrough, Cale Yarborough, Richard Petty, Wendell Scott, Bunkie Blackburn, Darrell Waltrip, and Clifton "Coo Coo" Marlin. The late Glenn "Fireball" Roberts, Joe Weatherly, Bobby Issac, Tiny Lund, Eddie Sachs, and Raymond "Friday" Hassler have also competed at MIR.

Many of auto racing's Super-Stars roots began at MIR, the most notable being the "Alabama Gang", Bobby & Donnie Allison, Neil Bonnett, and short track legend Charles "Red" Farmer. Davey Allison, winner of the 1992 "Daytona 500", literally cut his racing teeth at MIR. Hut Stricklin, Stanley Smith, Alan Kulwicki, Rick Wilson, Jimmy Means and quite a few more of the Winston Cup regulars have been competitors at MIR. Several other top notch drivers who have made quite a name for themselves competed regularly at MIR including Jody Ridley, Randy Couch, Ronnie Sanders, Mickey Gibbs, Bob Senneker, Bobby Hamilton, Dave Mader III, Dick Trickle, Ed Howe, Gary Balough, and Dick Anderson. The list could go on and on...

While we're on the subject of great drivers, the writer will take liberty and mention, with fond recollection, a driver who competed several times at MIR. This gentleman was as personable as Bobby Allison, as quiet as Hut Stricklin, and as talented as Gary "Hot Shoe" Balough... The late Clyde "Butch" Lindley competed at MIR and MIR racing fans were fortunate to see Butch race here many times. "Butch" was truly an ambassador for the sport and was one of the most skillful drivers this writer has ever seen. He will be sorely missed.

If the old track could talk, it would add some special memories of great drivers including Charlie Griffith, Dave Mader Sr., Armond Holley, Ellis Palacini, Malcomb Brady, Hooker Hood, Charlie Stofel, the "Wild Indian" Nero Steptoe, P. B. Crowell, T. C. Hunt, Archie Martin, Gene Tapia, "Little Joe" Holley, Joe Lee Johnson, Perry Bruner, Phil Wendt, Wayne Neidecken, Ival Cooper, Dennie Rewis, Jerry McCormack...the list could be endless. It would not be complete however without including the late Jake Hatcher and Jackie Evans. MIR would also fondly remember the flying #80 of Sonny Black.

Throughout it's almost 40 year history MIR has touched the lives of many great racers as well as a countless multitude of racing fans. Keep this in mind as you watch the "Young Lions" like DuWayne Middlebrooks, Buddy Welch, Bobby Knox, David Bonnett, J.C. Cleckler, Jimmy White, Mike Baker, William Churchwell, Glen Fraser, etc. pursue that ever elusive checkered flag. Ponder for a moment, that in years to come you can say that you saw that next "Super-Star" at Montgomery International Raceway. Memories...by Hugh Simpler.

Writer's Note: This story was originally written in 1980 so if it sounds familiar, you are right. People change where history doesn't, so I have edited it several times to include the history as it has occurred at MIR. Our track has a very rich history and I could probably write a book, and perhaps one day I will. I sincerely hope that you enjoy your time spent at MIR just half as much as I have.

**CONGRATULATIONS TO THE "TOP DRIVERS" IN EACH DIVISION****LATE MODEL DIVISION**

1. BOBBY KNOX
2. Jerry Goodwin
3. Andy Antinoro
4. Buddy Welch
5. Gary Easterling
6. Chris Mullinax
7. Mike Harmon
8. Duwayne Middlebrooks
9. Tommy Evans
10. Mike Oliver

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3. Mark Knox
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5. Jody Franklin
6. Billy Lockhart
7. Randy Whiddon
8. Doug Reid, III
9. Joe Manning
10. Bennie Fuller  
Bob Gregory

**STREET STOCK DIVISION**

1. MIKE BAKER
2. Bruce Shell
3. Jimmy White
4. Alvin Wallace
5. Pat Cruise
6. Russell Bishop
7. Rodney Ingram
8. Lynn Crider
9. Nelson Wallace
10. Fred Michaud

**PURE STOCK DIVISION**

1. WILLIAM CHURCHWELL
2. Glen Fraser
3. David Atchison
4. Tim Latham
5. Butch Helms
6. Joe Hudson
7. Marshall Shoemaker
8. Ronnie Defee
9. Bruce Clark
10. Jesse Watts

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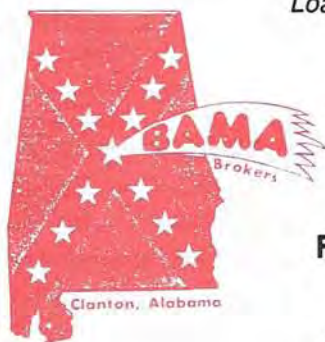
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## SUPPORT THE SPORT

By: Grady Thornton

Each race fan who visits Montgomery International Raceway carries away a dreamload of recollections that will become precious memories. There is a uniqueness to this oval that leaves an indelible mark on one's psyche and soul. In a masterful piece of auto racing journalism elsewhere in this publication, Hugh Simpler renders some of the historical significance of MIR and it is sure to inform and cause the reader to reminisce. Some of my treasured memories are much more personal.

I remember riding with my older brother to MIR in a 1957 Pontiac convertible, listening to the Grand Ole Opry live on an AM radio station I can't recall. That was sometime around 1964 to 1965. MIR was the first speedway I ever visited as a child, and my devotion to the sport was solidified upon being here that first time. I consider myself fortunate to have seen Friday Hassler, Bobby Allison, Donnie Allison, Neil Bonnett, Tiny Lund, Richard Petty, Red Farmer, Nero Steptoe, Bob Fry, Bob Burcham, Bo and Donnie Anthony, Dennie Rewis, and too many more to mention race here before Montgomery had even one multi-screen movie theater.

When I was 12 years old, I was six feet tall and my brother, Buster, was not always successful in convincing the ticket seller I was eligible for a \$1.00 child's ticket. We would take our seats every week, just to the left of the flagstand facing the track, about halfway up the grandstands. Like just about everybody else, we made friends with those around us, who took those same seats every week. My proudest moment came a few years later when he would drive in the cadet division in a purple ford. He started 18th and finished 15th, with two other competitors dropping out. Still, it was great to have somebody special to cheer.

As time went by and we went separate ways, we still got together to talk racing and come to MIR, Birmingham International Raceway, Atlanta, Talladega, or Nashville. We had a great time every time, and that is one reason racing means so much to me and Buster's two sons, my nephews Christian and Brandon. We lost Buster to cancer in 1983. One of our last outings together was to go to the races. Brandon, the younger nephew, wanted to race since before he could talk, and has made that dream come true at another raceway in Alabama. His brother helps with crew duties and sponsorships. Both have done well in the sport. Their dad and my brother is well pleased. But despite our personal loss, there is no sadness now. YOU, too, have great things to say about racing at MIR, but are you doing it? I have developed a philosophy about stock car racing, and I call it SUPPORT THE SPORT. I challenge you to adopt this as your outlook.

First of all, talk about the good things about racing, not the bad things. If all you like to see is wrecks, stay home. Keep in mind the Pure Stock with a bad paint job and no sponsor is just as precious to that driver as the well-heeled Late Model ace's operation. Look at those sponsors on the side of the cars, on the signs, in the souvenir program, and on the evening's race schedule, and support them. Tell them you are doing business with them because they support racing.

When you talk to friends about racing, do not criticize the officials, the drivers, or anything. Talk about what excites you in motorsports. Invite some non-race fans to come to MIR with you this year. Explain the flagging, the different divisions, the heat races and the feature races, the groove, the safety features, the tires, the caution periods, etc. If you do not explain these things, stock car racing is just a bunch of loud cars going around and around. Go into the pit area after the races and get a closer look at the cars. I have made a race fan out of every person I have ever treated this way. I think you will, also.



As track photographer at MIR, I have the privilege of seeing some of the behind-the-scenes action. One of the most pleasant things is seeing the drivers and crews and their joy upon winning, or even finishing. I enjoy writing the articles for the racing trade papers that go out all over the South and Southeast. But sometimes I envy the fan who can relax in the grandstand and take in the whole race uninterrupted. No matter where you are at MIR, you have the best seat in the house.

This will be the best year for MIR fans ever. Drivers love the year-old surface and are planning on being here by the score. Fans, drivers, crews, and everybody is in for a treat in 1992. Your enjoyment of the sport will increase if you share it with somebody. Let's all make this the year that will top the memories. Today's action is tomorrow's memories; there are drivers here this year that will go on to become nationwide headliners someday. When, not if, but when that happens, we can all be proud we were a part of it. SUPPORT THE SPORT!

**WBAM - FM**  
**98.9**

# STREET STOCKS



Rusty Merrill



Russell Bishop



Charlton Ingram



Billy Looney



Richard Moseley



Ronny Acreman



Pat Cruise #4



Dan Wilson



Kirt Wilson



Mack Meador



Fred Michaud # 34



Chris Weile #7

# STREET STOCKS



Nelson Wallace



Alvin Wallace



Billy Cherry



Jimmy White # 57



Bo Kemsel #1



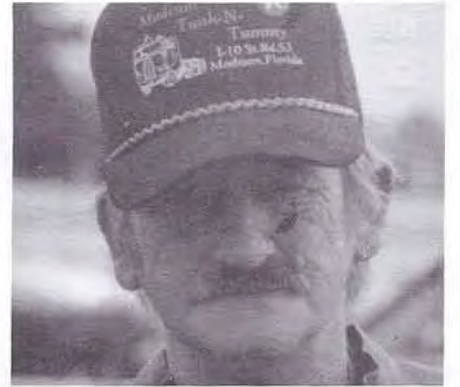
Keith Joiner



Bennie Fuller



Hank Winks



Gene Langley





# PURE STOCK DIVISION



Tim Latham #55



David Atchison #25



Butch Helms #18x



Kermit Eason #04



Glen Fraser #56



Jesse Watts



Rex Herman



Roger Jones, Sr. #43



Lynn Roe



James Jordan



Bruce Clark #12 Jr.



Ronnie Defee #12

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Bob Gregory



Mike Gentry



J.C. Clecker #5



Bud Thornton #T-6



Mike Baker #9



Robby Hollon



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Doug Reed III



Butch Gafnea



Three cheers for Latham



Jim are they cold yet?

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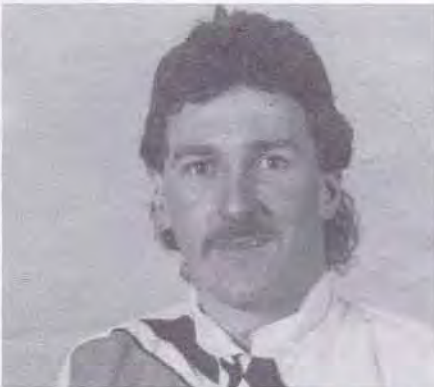
Chris Mullinax #3X



Gary Easterling #17



Andy Antinoro #29



Jimmy Kitchens #84



Tim Purvis



Gary Sanford



David Mader III



Doug Deal #50



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# LATE MODEL DIVISION



Steve McBride



Mike Harmon



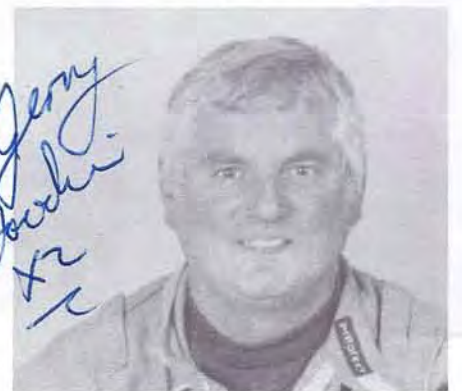
Buddy Welch # 87



Jeff Morgan #3



Duwayne Middlebrook



Jerry Goodwin #x2



Doug Thorpe



Bobby Knox #1



Gus Ball

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## Montgomery International Raceway Conversion Chart

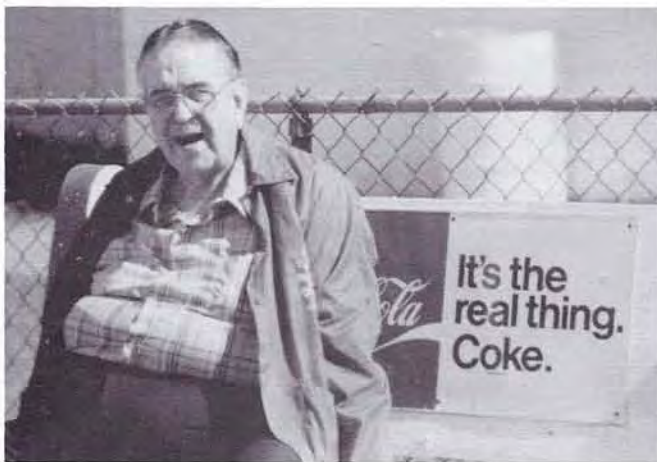
28.000	64.286	25.400	70.866	22.800	78.947	20.200	89.109
27.950	64.401	25.350	71.006	22.750	79.121	20.150	89.330
27.900	64.516	25.300	71.146	22.700	79.295	20.100	89.552
27.850	64.632	25.250	71.287	22.650	79.470	20.050	89.776
27.800	64.748	25.200	71.429	22.600	79.646	20.000	90.000
27.750	64.865	25.150	71.571	22.550	79.823	19.950	90.226
27.700	64.982	25.100	71.713	22.500	80.000	19.900	90.452
27.650	65.099	25.050	71.856	22.450	80.178	19.850	90.680
27.600	65.217	25.000	72.000	22.400	80.357	19.800	90.909
27.550	65.336	24.950	72.144	22.350	80.537	19.750	91.139
27.500	65.455	24.900	72.289	22.300	80.717	19.700	91.371
27.450	65.574	24.850	72.435	22.250	80.899	19.650	91.603
27.400	65.693	24.800	72.581	22.200	81.081	19.600	91.837
27.350	65.814	24.750	72.727	22.150	81.264	19.550	92.072
27.300	65.934	24.700	72.874	22.100	81.448	19.500	92.308
27.250	66.055	24.650	73.022	22.050	81.633	19.450	92.545
27.200	66.176	24.600	73.171	22.000	81.818	19.400	92.784
27.150	66.298	24.550	73.320	21.950	82.005	19.350	93.023
27.100	66.421	24.500	73.469	21.900	82.192	19.300	93.264
27.050	66.543	24.450	73.620	21.850	82.380	19.250	93.506
27.000	66.667	24.400	73.770	21.800	82.569	19.200	93.750
26.950	66.790	24.350	73.922	21.750	82.759	19.150	93.995
26.900	66.914	24.300	74.074	21.700	82.949	19.100	94.241
26.850	67.039	24.250	74.227	21.650	83.141	19.050	94.488
26.800	67.164	24.200	74.380	21.600	83.333	19.000	94.737
26.750	67.290	24.150	74.534	21.550	83.527	18.950	94.987
26.700	67.416	24.100	74.689	21.500	83.721	18.900	95.238
26.650	67.542	24.050	74.844	21.450	83.916	18.850	95.491
26.600	67.669	24.000	75.000	21.400	84.112	18.800	95.745
26.550	67.797	23.950	75.157	21.350	84.309	18.750	96.000
26.500	67.925	23.900	75.314	21.300	84.507	18.700	96.257
26.450	68.053	23.850	75.472	21.250	84.706	18.650	96.515
26.400	68.182	23.800	75.630	21.200	84.906	18.600	96.774
26.350	68.311	23.750	75.789	21.150	85.106	18.550	97.035
26.300	68.441	23.700	75.949	21.100	85.308	18.500	97.297
26.250	68.571	23.650	76.110	21.050	85.511	18.450	97.561
26.200	68.702	23.600	76.271	21.000	85.714	18.400	97.826
26.150	68.834	23.550	76.433	20.950	85.919	18.350	98.093
26.100	68.966	23.500	76.596	20.900	86.124	18.300	98.361
26.050	69.098	23.450	76.759	20.850	86.331	18.250	98.630
26.000	69.231	23.400	76.923	20.800	86.538	18.200	98.901
25.950	69.364	23.350	77.088	20.750	86.747	18.150	99.174
25.900	69.498	23.300	77.253	20.700	86.957	18.100	99.448
25.850	69.632	23.250	77.419	20.650	87.167	18.050	99.723
25.800	69.767	23.200	77.586	20.600	87.379	18.000	100.000
25.750	69.903	23.150	77.754	20.550	87.591	17.950	100.279
25.700	70.039	23.100	77.922	20.500	87.805	17.900	100.559
25.650	70.175	23.050	78.091	20.450	88.020	17.850	100.840
25.600	70.313	23.000	78.261	20.400	88.235	17.800	101.124
25.550	70.450	22.950	78.431	20.350	88.452	17.750	101.408
25.500	70.588	22.900	78.603	20.300	88.670	17.700	101.695
25.450	70.727	22.850	78.775	20.250	88.889	17.650	101.983



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Bring me a Diet Coke



Jerry Jackson - The Steak Man



MIR Chief of Security - Hard at Work

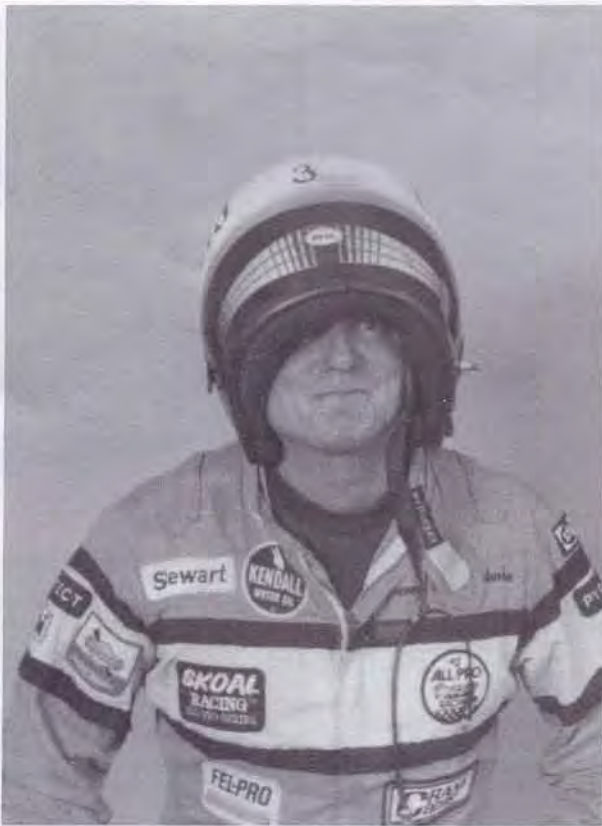
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*Real Island  
Marina*

On Lake Martin

From Montgomery, take U.S.  
231 north to Hwy. 9 and  
follow the signs

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**Bama's  
Best  
Country**



One owner low mileage



Check water, Oil's OK



Bottoms up



Is Neal driving?



Graduation Day Drivers Ed

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### Wrecked Car Specialists

- Specializing in Late Model Rebuildable Cars
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Call Mike Kelley - 265-0531 or 224-1302  
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Great Ladies - C.A.W.R.A.



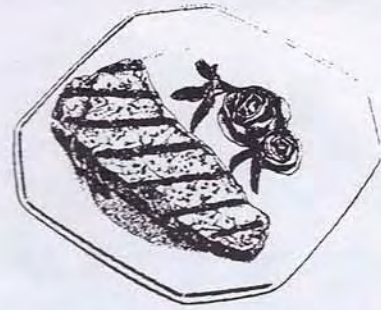
The Boss works



The Real Boss



All dressed up and no place to go



# BEEF

## Real Food For Real People

Alabama Cattlemen's Association





*In Memory of  
Howard Meadows  
1992*

ON PAGE 10 WE INADVERTENTLY  
IDENTIFIED CHARLES INGRAM AS  
CHARLTON INGRAM AND CHRIS WEIHE  
AS CHRIS WEILE.  
OUR SINCERE APPOLOGIES TO THE  
DRIVERS.





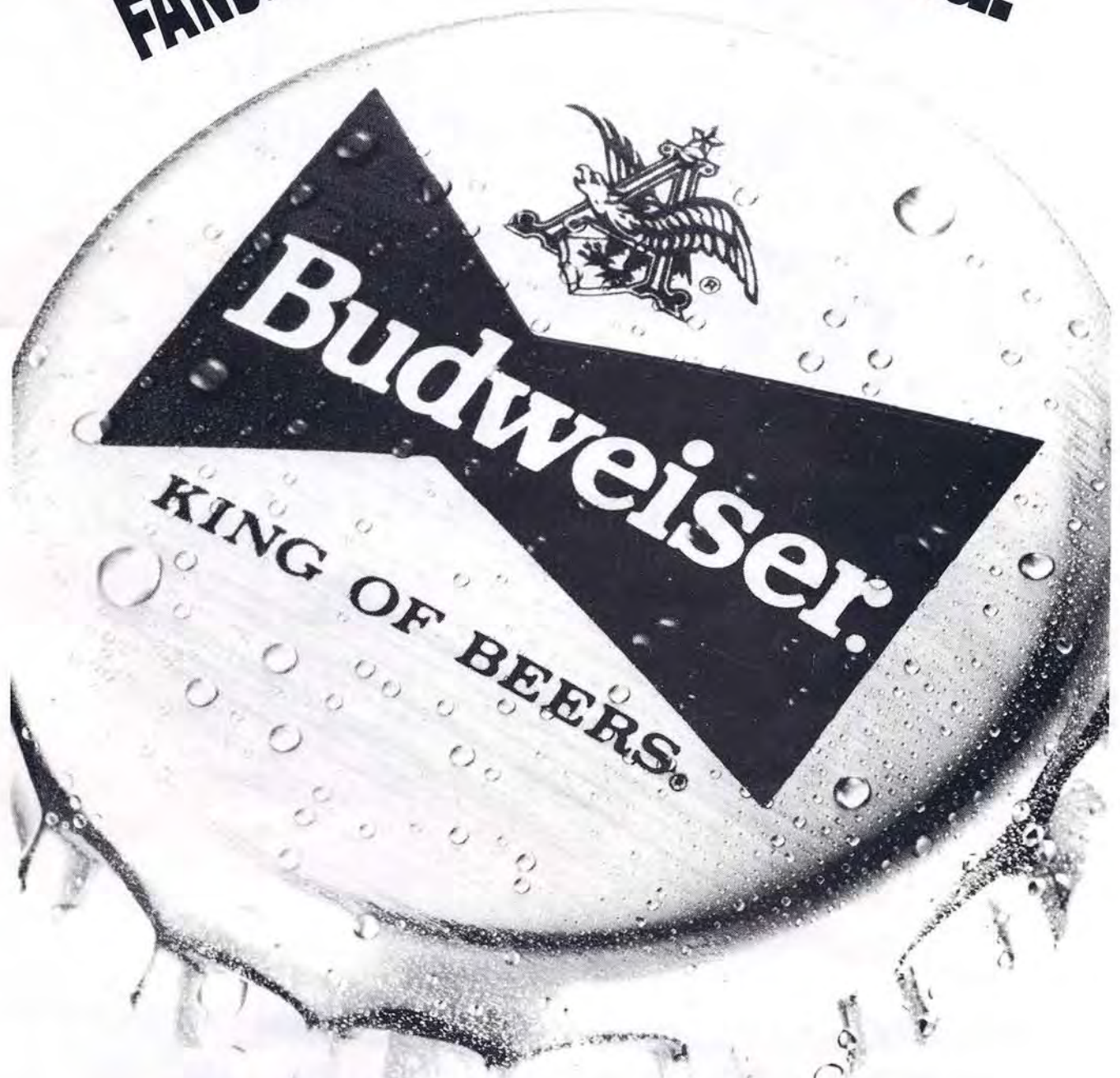
**Can't Beat The Real Thing.**

## **CONCESSIONS**

**CHILI DOG · HAMBURGER · CHEESEBURGER · HOT DOG  
CORN DOG · POLISH SAUSAGE · BAR-B-Q · NACHOS  
FRENCH FRIES · POPCORN · COCA-COLA · COFFEE  
HOT CHOCOLATE · PICKLES · CANDY · PAPPALO'S PIZZA**

**REMEMBER  
RACE  
FANS...**

**Nothing  
Beats  
A Bud.**



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# 92' EMPLOYEES

Promotor	Judy & Ronnie Swann
Promotions/Marketing	Sherrie Gurley
Back gate	Lois Rewis Betty Stubbs Melanie Varner Vick Davenport
Front gate	Helen Gibbons Forrest Gibbons
Concession	Donna Armstrong & Company
Track gate	Gentry Jordan
Flagman	Johnny Johnson
Track Manager	Jim Tillery
Head Tec	Buddy Partridge
Assistant Tec	Bubba Stubbs Cotton Varner
Pit Stewart	Denny Williams
Safety Truck	James Tillery & Tim Wright
Scorer	Hugh Simpler Tina White
Announcers	Doug Benton Doug Carwile
Pace Car	Don Wilson