

OCTOBER 1st & 2nd

MONTGOMERY INTERNATIONAL RACEWAY

PROUDLY PRESENTS THE

PROLONG SUPER LUBRICANTS

A LABAMA 200 A



A Southern All Star Series Points Race

The Richest Late Model Race per Lap ever run on asphalt in the State of Alabama!
50 to 70 Late Model entries expected to compete in 203 laps of awesome Late Model Racing.

SCHEDULE OF RACE EVENTS FRIDAY, OCTOBER 1st

2 LAP - QUALIFYING SHOW FOR LATE MODELS

Secures Top 26 Late Model Positions

**20 LAP
AUTO PARTS UNLIMITED
STREET STOCK FEATURE**

**20 LAP
LIMITED SPORTSMAN
FEATURE**

Drivers will Draw for Starting Position

10 LAP - LAST CHANCE RACE

Late Model cars that do not secure a top 26 position will compete 10 Laps to secure starting positions 26 thru 32
Starting Positions 32 THRU 36 will be Promoters Choice
Late Model Cars who do not make the Race will receive \$100.00 Tow Money



5 LAP QUALIFYING SHOOT-OUT

Top 4 Qualifiers will be inverted to Race a 5 Lap Dash

WINNERS SECURES TOP 4 STARTING POSITIONS

POLE SITTER - \$500 - BRJ RACING ENTERPRISES

OUTSIDE POLE SITTER - \$250 GIFT CERTIFICATE - RPM

3RD STARTING POSITION - 50 GAL. PHILLIP'S 66 RACING FUEL - DOUG REID AUTO PARTS

4TH STARTING POSITION - \$250 GIFT CERTIFICATE - PERFORMANCE PARTS

SATURDAY, OCTOBER 2nd

SPECIAL SPONSOR PRESENTATION

20 LAP - HOBSON TRANSMISSION PURE STOCK

Drivers will Draw for Position

INTRODUCTION OF LATE MODEL DRIVERS

See and hear your favorite Driver interviewed



203 LAPS - PROLONG SUPER LUBRICANTS LATE MODEL FEATURE

EARLY ENTRIES \$5000* TO WIN

Entry Fees: Late Model \$100 Early (by Sept.11th,1993)\$200 Late (after Sept.11th, 1993)

*See win money on Early & Late Entries

Limited Sportsman \$25.00 - Auto Parts Unlimited Street \$15.00 - Hobson Transmission Pure \$10.00



RACE INFORMATION



FRIDAY, OCTOBER 1st

Pit Gate Opens - 10:00 a.m. · Practice - 12:30 p.m. til 6:00 p.m. · Mandatory Drivers Meeting - 6:15 p.m. · Quailifying - 6:30 p.m.

Pit Admission - \$15.00

Grandstands Open - 5:00 p.m. · Races start at 7:30 p.m.

Grandstands - Admission: Adults \$12.00 · Children under 12 FREE

SATURDAY, OCTOBER 2ND

Tentative Schedule

Pit Gate Opens - 10:00 a.m. · Practice - 12:30 p.m. til 5:00 p.m. · Mandatory Drivers Meeting - 5:30 p.m.

Pit Admission - \$20.00

Grandstands Open - 4:00 p.m. · Sponsor Presentation - 6:00 p.m. · Races start at 7:30 p.m.

Grandstands - Admission: Adults \$20.00 · Children under 12 FREE

TWO DAY ADMISSION TICKETS ARE AVAILABLE



ALABAMA 200



PURSE

	LATE MODEL	SPORTSMAN	STREET	PURE
1.	EARLY \$5,000			
1.	LATE \$4,000	\$400	\$250	\$200
2.	3,500	250	200	100
3.	2,500	200	125	90
4.	2,000	150	100	75
5.	1,500	125	90	65
6.	1,000	100	75	50
7.	800	75	60	40
8.	700	50	45	35
9.	600	50	30	30
10.	400	30	30	30
11.	200	25	25	25
12.	200	25	25	25
13.	200	25	25	25
14.	200	25	25	25
15.	200	25	25	25

PLUS

HALFWAY LEADER - \$500.00 - SPONSORED BY HAMNER PERFORMANCE ENGINES
HARD LUCK AWARD - 1 COMPLETE RACING BODY - SPONSORED BY MEL-PRO PRODUCTS
FASTEST QUALIFER - \$300.00 - SPOSORED BY DAVID DRUMMOND
10TH FASTEST QUALIFIER - 1 RACING TIRE - SPONSORED BY NIX'S MCCREARY
10TH PLACE RACE WINNER - 1 RACING TIRE - SPONSORED BY NIX'S MCCREARY

ALABAMA 200

LAP MONEY

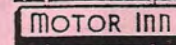
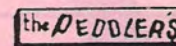
CURRENT PARTICIPATING SPONSORS

each sponsored lap pays \$10. 00 per lap

Lap # 1 - 20	Bama Truck Brokers - Buddy Clark B.J. Tire Center - B.J. Lockhart
21 - 40	Prengo Firestone - Jim Prengo
41 - 50	Fast Auto Parts - Arnie Fast
51 - 60	Curren Wrecker Service - Jack Curren
61 - 70	Taylor Petroleum Shell Oil
71 - 80	Hobson Transmission - Don Tillery
81 - 100	Performance Parts - Ray Newman
101 - 105	Frankie's Auto Parts - Frankie Spradlin, Owner
106 - 115	Christopher Enterprises
116 - 125	Century
126 - 140	Shelby Concrete
141 - 150	RPM
151 - 160	Hobson Transmission



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is independently
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MiR Motel

4231 MOBILE HWY
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SPECIAL RATES

Keep posted for updated Sponsor List concerning Lap Money for the ALABAMA 200

MORE TO COME!

Fri. & Sat.
OCTOBER
1st & 2nd

A Southern All Stars Points Race

Montgomery International Raceway

presents the PROLONG SUPER LUBRICANTS



\$5000 to win

IF PRE-ENTERED

A LABAMA 200 A

203 Laps

Friday

OCTOBER 1st

2-Lap Qualifying Show for Late Models

Secures Top 26 Late Model Positions

plus

20-Lap

Auto Parts Unlimited

Street Stock Feature

Entry fee: \$15.00

Drivers Will Draw for Starting Position

20-Lap

Limited Sportsman

Feature

Entry fee: \$25.00

10-Lap Last Chance Race

Late Model cars that do not secure a top 26 position will compete to secure starting positions 26 thru 32. Positions 32-36 Promoter's Choice.

Late Model cars that do not make race will receive \$100 tow money.

5-Lap Qualifying Shootout

Top 4 Qualifiers will be inverted to race a 5-lap Dash
Winners Secures Top 4 Starting Positions

FRIDAY:

Pit Gate Opens - 10:00

Grandstands Open - 5:00

Qualifying - 6:30

Races Start - 7:30

SATURDAY:

Pit Gate Opens - 10:00

Grandstands Open - 4:00

Races Start - 7:30

FRIDAY ADMISSION:

Adults: \$12.00

Children under 12 FREE

Pit Admission: \$15.00

TWO-DAY ADMISSION TICKETS ARE AVAILABLE

SATURDAY ADMISSION:

Adults: \$20.00

Children under 12 FREE

Pit Admission: \$20.00

Mail entries to:

Montgomery
Int'l Raceway

P.O. Box 170579

Tarrant, AL 35217

Information,

205-263-6463

Saturday

OCTOBER 2nd

Special Sponsor Presentation

20-Lap Hobson Transmission Pure Stock

Drivers Will Draw for Starting Position

Pure Stock entry fee: \$10.00

Introduction of Late Model drivers

See and hear your favorite driver interviewed

203-Lap Prolong Super Lubricants

Late Model Feature

Early Entry: \$5,000 to Win * Late Entries: \$4,000 to Win

Entry fees: Late Model \$100 early (by Sept. 11, 1993);

\$200 Late (after Sept. 11, 1993)

Entry Form

Montgomery Int'l Raceway

Driver: _____ Car # _____ Division _____

Address: _____

City, State, Zip: _____

S.S.# _____ Phone #: _____

Car Owner & S.S.# _____

Sponsors _____



MONTGOMERY INTERNATIONAL RACEWAY

PRESENTS

**DON'T MISS
THE THRILLS,
SPILLS &
EXCITEMENT
AT MIR**

FRIDAY & SATURDAY NIGHT

OCTOBER 1ST & 2ND

SOUTHERN ALL STAR SERIES

★ **ALABAMA 200** ★

**\$40,000
TOTAL PURSE**

**A Field of 50 to 70 of the Fastest Late Models
Competing 203 Laps**

Also 20 Lap Races in the following divisions:

Auto Parts Unlimited Street Stock

Limited Sportsman

& Hobson Transmission Pure Stock

FRIDAY, OCTOBER 1ST

Pit Gates Open 10:00 a.m. Stands Open 5:00 p.m.

Qualifying 6:30 p.m. Races 7:30 p.m.

SATURDAY, OCTOBER 2ND

Pit Gates Open 10:00 a.m. Stands Open 4:00 p.m.

Sponsor Presentation 6:00 p.m. Races 7:30 p.m.

**Early entries include - Wayne Niedecken, Jr., - Pensacola- Mike Harmon,
B'ham.-Ronnie Sanders, Fayetteville, GA.- Randy Porter, Greenville, SC,-
Bobby Gill, Dalton, GA.- Tony Walls, Albertville- Jamie Prella, Pensacola- Jeff
Dawkins, Montg.- Mike Oliver, Guntersville- Eddie Hanks, Memphis, TN**

Harmon hopes to continue dominance at MIR

By Hunt Archbold

ADVERTISER STAFF WRITER

Mike Harmon is hoping his dominance at Montgomery International Raceway continues this weekend.

The Birmingham driver has won nine of the 12 races he's entered at the half-mile track this year, but none was as big as Saturday's Alabama 200. The Southern All Star Series points race highlights two days of racing action at MIR.

Qualifying for the Alabama 200 is set to begin tonight at 6:30. The early entry list had 32 Late Model cars attempting to qualify, with a few more late entries expected. Two laps will be utilized in qualifying, with the top 26 positions being determined for Saturday night's race.

Positions 26-32 will be determined in a 10-lap last chance race after qualifying tonight. Positions 32-36 will be based on a promoter's choice. The top four qualifiers will settle the starting position on the first two rows with a five-lap shootout.

Twenty-lap features in the Street Stock and Limited Sportsman divisions will also be included in tonight's racing schedule.

On Saturday, a 20-lap Pure Stock race will precede the Alabama 200, which will actually be 203 laps. Green flag racing on both nights begins at 7:30 p.m.

Harmon finished third in the Alabama 200 in 1991. Last year, he had by far the strongest car in winning the race going away. He knows getting his Chevrolet Camaro to Victory Lane on Saturday won't be an easy task.

"We pretty much dominated last year," Harmon said. "We sat on the pole and led 150

laps. We've been able to get hooked up real good there. But this is a different year."

With a crowded and talented field, which includes Winston Cup driver Bobby Hamilton of Nashville, patience will be a key to winning the race.

"It's a long race, so there's a lot of time to pick your way through the traffic," Harmon said. "I enjoy it when there's a lot of competition."

What makes the race appealing to so many drivers is the large purse. A normal 30-lap Late Model race at MIR pays the winner around \$800. Tonight's race pays the winner \$5,000, plus \$10 for every lap led. There's also numerous bonuses included in the race which could lead to a big payday for the winner.

"The purse will certainly get you pumped up," Harmon said. "It will help pay some bills."

Bobby Gill Wins Southern All Star Alabama 200 at Montgomery

By LYNN ACKLIN
Huntsville, AL

MONTGOMERY, AL (Oct. 2) — Bobby Gill, in his Vinyl Tech Lumina, scored his third win of the 1993 Southern All Star Asphalt Series season as he took the lead with five laps remaining to win the third annual Alabama 200 at Montgomery Int'l Raceway Saturday night.

At the start, the field was warming up their tires when the car of Tony Walls pulled into the pits to change an apparent flat tire, but on the next lap, he returned to the pits and seemed to have rearend problems. His crew quickly unloaded his back-up car and he was allowed to get in the car and start at the rear of the field.

With Walls falling to the rear, this moved the outside line up and gave Mardy Lindley the outside front row position. When the green flag fell, Lindley shot into the lead with Mike Harmon second, Mike Oliver third, Dick Anderson fourth

and Duwayne Middlebrooks fifth. Lindley led until lap six when he and Harmon got together coming off turn two sending him down the backstretch. He came back onto the speedway and later had to retire from the race with overheating problems.

Harmon then took the lead and led until lap 10 when he and Oliver tangled in turn two. Harmon spun and Oliver dove into the grass to keep from hitting Harmon. This gave the lead to Anderson with Junior Niedecken in second, Bobby Knox third, Gill fourth and Oliver fifth.

Anderson then proceeded to lead the next 99 laps as he held back challenges from Niedecken, Gill and Oliver. Meanwhile back in the pack, Chris Mullinax was on his way to the front and appeared to be the fastest car on the track.

Then under a caution flag, Anderson developed a leaking tire and pitted under caution but lost a lap in the pits. This gave Oliver the lead but he only held it for 12

laps as Mullinax took over the lead and looked to be the car to beat as he took the field around for the next 45 laps. During his time in the front he held off challenges from Knox and Gill.

Then on lap 169, Gill moved under Mullinax with Harmon, Anderson and Oliver all moving under Mullinax. On lap 185, Harmon slipped under Gill to take the lead and appeared to be on his way to getting his first Alabama 200 win when the race was brought under caution for the spinning cars of Eddie Hanks and Greg Neil.

Once the track was ready to go, Harmon brought the field around for the restart and when he hit the throttle the car spun around and he hit the inside front wall giving the lead back to Gill.

Gill scored the win over Anderson, Mullinax, Oliver and Harmon.

Southern All Star Finish: 1. Bobby Gill, 2. Dick Anderson, 3. Chris Mullinax, 4. Mike Oliver, 5. Mike Harmon, 6. Mark Knox, 7. Eddie Hanks, 8. Russell Bearden, 9. Jackie Curren, 10. Greg Pesnell, 11. Tracy Goodson, 12. Dave Mader III, 13. Jimmy Kitchens, 14.

Doug Reid III, 15. Greg Neil, 16. Mike Baker, 17. John Henager Jr., 18. Homer Heflin, 19. Fred Michaud Jr., 20. Harry Deaton, 21. Rod Guy, 22. Randy Porter, 23. Burt Belter, 24. Bobby Knox, 25. Tony

Walls, 26. Junior Niedecken, 27. Larry Speakman, 28. Andy Antinoro, 29. Jody Franklin, 30. Duwayne Middlebrooks, 31. Mardy Lindley, 32. Jamie Prell.
Southern All Star Standings: 1. Mike

Oliver, 790 points; 2. Tony Walls, 660; 3. Mike Harmon, 560; 4. Jimmy Kitchen, 554; 5. Rod Guy, 534; 6. Russell Bearden, 504; 7. Ronald Walls, 416; 8. Jody Franklin, 408; 9. Chris Mullinax, 346; 10. Greg Neil, 344.

Aboard his Chevrolet Lumina, Bobby Gill scored his third win of the season on the Southern All Stars Asphalt Series circuit, taking the checkered flag in the prestigious Prolong Super Lubricants Alabama 200 October 2 at Montgomery (AL) Int'l Raceway. The Dalton, GA driver took the lead for good with five laps remaining when then-leader Mike Harmon suffered a flat tire on a restart. Gill then held off Dick Anderson at the finish line to claim the \$5,000 prize. Next across the line were Chris Mullinax and Mike Oliver while Harmon rebounded to place fifth. Rounding out the top 10 were Mark Knox, Eddie Hanks, Russell Bearden, Jackie Curren and Greg Pesnell. The yellow flag flew 21 times, with the worst incident involving Doug Reid III. The young driver's car went completely through the turn four guardrail, tearing out several sections. Remarkably, he was uninjured. (*Information provided by Lynn Acklin*)

Prolong Super Lubricants Alabama 200 Finish:

1. Bobby Gill, 203 laps; 2. Dick Anderson, 203; 3. Chris Mullinax, 203;
4. Mike Oliver, 203; 5. Mike Harmon, 203; 6. Mark Knox, 203; 7. Eddie Hanks, 203; 8. Russell Bearden, 203; 9. Jackie Curren, 203; 10. Greg Pesnell,

203; 11. Tracy Goodson, 203; 12. Dave Mader III, 203; 13. Jimmy Kitchens, 201; 14. Doug Reid III, 200; 15. Greg Neil, 198; 16. Mike Baker, 189; 17. John Henagar Jr., 186; 18. Homer Heflin, 185; 19. Fred Michaud, 181; 20. Harry Deaton, 152; 21. Rod Guy, 145; 22. Randy Porter, 127; 23. Burt Belter, 115; 24. Bobby Knox, 91; 25. Tony Walls, 85; 26. Junior Niedecken, 72; 27. Larry Speakman, 52; 28. Andy Antinoro, 41; 29. Jody Franklin, 36; 30. Duwayne Middlebrook, 35; 31. Mardy Lindley, 33; 32. Jamie Prell, 29.

Gill Goes Back to Georgia With "Alabama 200" Win

By: Lynn Acklin

MONTGOMERY, ALA. — OCTOBER 2. Bobby Gill, of Dalton, Ga. made a winning pass with five laps to go to win Saturday's "Alabama 200" at Montgomery International Raceway.

On Friday, with Southern All Stars asphalt series points leader Mike Oliver setting a new track record of 18.82 seconds in qualifying. A special "Dash for Cash" among the top fastest qualifiers pitted him with Mike Harmon, second fastest Tony Walls, and Mardy Lindley. The four finished in that order to set up the starting order for the "Alabama 200."

After the four fastest were awarded prize money and gift certificates from Bobby Ray Jones Racing Enterprises, RPM Enterprises, Doug Reid Auto Parts, and Performance Parts, the field prepared to line up for the main event. Walls had developed apparent rear end problems and was forced to start a back-up car from the rear.

This gave Lindley the outside pole, which he turned into an early lead until lap six, when he and Mike Harmon came together coming off turn two, sending Lindley down the backstretch. He later retired with overheating problems.

Harmon took over the lead, but tangled once again -- this time with Oliver, who had restarted fifth behind new leader Dick Anderson, Junior

Niedecken, Bobby Knox, and Gill.

For the next 99 laps, Anderson held back challenges from Niedecken, Gill, and Oliver, while Chris Mullinax worked his way through the field, with what appeared to be the fastest car on the track. Mullinax finally took the lead after Anderson developed a leaking tire and lost a lap in the pits, and Oliver gave up the lead to Mullinax.

Mullinax took the field around for the next 45 laps under pressure from Mark Knox and Gill until Gill took the lead on lap 169. Harmon, Anderson, having made up the lost lap and returned to the front, and Oliver all filed past Mullinax, then on lap 185, Harmon slipped under Gill to take the lead.

A Eddie Hanks/Greg Neil spin forced a restart, and Harmon spun on the restart when he gassed it, hitting the inside front wall. A leaking tire may have been the culprit, Harmon later said.

With Gill returning to the front, a scary moment with two laps remaining brought out the second red flag as Doug Reid III tangled with Oliver, sending Reid's Long Lewis Ford/Bob Sykes Bar-B-Que Probe completely through the turn four guardrail and hitting the concrete at the end of the grandstands. He was fortunately safe after the frightening incident.

The red flag had flown earlier when Jody Franklin and Dewayne Middlebrooks tangled together, and with several other cars, with Franklin's car

sliding on top of Middlebrooks' and riding it down the front stretch. Both drivers were okay.

After the clean-up from Reid's wreck, Gill led the final three laps to take his first "Alabama 200" win.

Anderson was second in front of Mullinax, Oliver, and Harmon. Rounding out the top ten were Mark Knox and Eddie Hanks, both earning their best-ever Southern All Stars finishes, Russell Bearden, Jackie Curren, and Greg Pesnell.

OFFICIAL FINISH: "Alabama 200" (Pos. 11-32) 11. Tracy Goodson; 12. Dave Mader III; 13. Jimmy Kitchens; 14. Doug Reid III; 15. Greg Neil; 16. Mike Baker; 17. John Henager, Jr.; 18. Homer Heflin; 19. Fred Michaud, Jr.; 20. Harry Deaton; 21. Rod Guy; 22. Randy Porter; 23. Burt Belter; 24. Bobby Knox; 25. Tony Walls; 26. Junior Niedecken; 27. Larry Speakman; 28. Andy Antinoro; 29. Jody Franklin; 30. Dewayne Middlebrooks; 31. Mardy Lindley; 32. Jamie Prell.



Bobby Gill and crew after his "Alabama 200" win at Montgomery. (Keri Como photo)

> Excuse me...do you have any Grey Poupon?

Jody Franklin (#47) and Dewayne Middlebrooks found themselves in an interesting position during the running of the annual "Alabama 200" at Montgomery Int'l. (story page 17)

Grady Thornton photo



SOUTHERN ALL STARS - MONTGOMERY INT'L RACEWAY

Story and photos by Brian McLeod, Editor

Notes Of Interest:

Sanctioned for the first time in its long history by the Southern All Stars Asphalt Series, the prestigious Prolong Super Lubricants Alabama 200 received a green flag October 2 at half-mile Montgomery (AL) Int'l Raceway. Over its 203-lap distance, the race was slowed on numerous occasions by yellow flags. Including a false restart or two, the caution banner harnessed the 32-car field a total of 21 times..... Mike Harmon, last year's winner of the annual event, entered the race wanting badly to repeat his victory from the previous season. After recovering from an early-race spin that happened as a result of some contact with Mike Oliver, Harmon worked through the field and came within a scant few laps of accomplishing his goal. The Birmingham, AL competitor had his Four Star Motorsports/Bama Truck Brokers/Bilstein Shocks/Firepower Ignitions/Hammer Performance Chevrolet Camaro ahead of the field on a late-race restart when a flat right-rear

tire sent his car into the inside retaining wall on the frontstretch. Some repairs on a pit stop allowed Harmon to complete the race but a near-certain victory turned into a disappointing fifth-place finish. "You want to see a \$5,000 hole?" asked Harmon after the race, pointing to the flat tire sitting in his trailer, where crew members had circled the pinhole with white chalk. "I got in the gas on the restart and it just turned the car around. We were set up to run at the end and we were the strongest car out there when it counted. This really hurts. Right now I wish I could just lift out of here, go home

to my bedroom and just cry. This is a big race and I really wanted to repeat as the winner." Harmon's disappointment handed the lead and eventual victory to Dalton, GA competitor Bobby Gill, although he had to wait through a subsequent red-flag delay before posting the victory aboard his Vinyl Tech/Dashler Inc. Chevrolet Lumina. "My car really wasn't right early in the race," said Gill. "It was pushing going into the corner and when that happens, it tends to make you loose coming off. We pitted and put right-side tires on it and it was pretty good after that. Harmon probably would have won the race,



(Above) Although he competes with the Southern All Stars Asphalt Series circuit on a limited basis, Bobby Gill claimed his third win of the season on the traveling circuit in the prestigious Prolong Super Lubricants-sponsored Alabama 200 at half-mile Montgomery (AL) Int'l Raceway.



(Left) Driving his Vinyl Tech/Dashler, Inc. Chevrolet Lumina, Dalton, GA resident Bobby Gill (71) claimed a \$5,000 victory in the Prolong Super Lubricants Alabama 200.

(Right) Dick Anderson (92) and Chris Mullinax (3) made contact in turn three, which forced Anderson into the grass before he regained control. Despite a front end that was knocked out of line, Anderson managed to finish second in the 203-lap event. Mullinax took third.

(Below) Fourth-place finisher and current series point leader Mike Oliver (left) shares post-race conversation with Chris Mullinax (right) at the conclusion of the Prolong Super Lubricants Alabama 200.

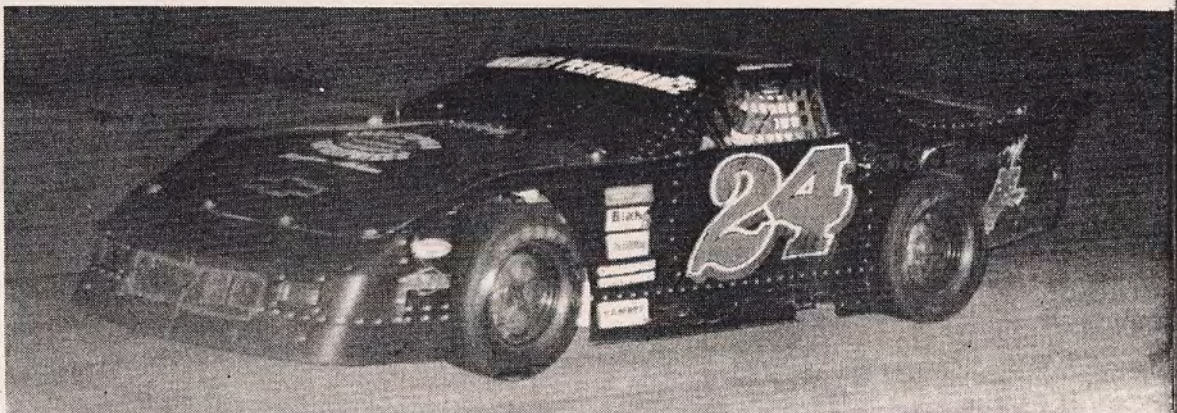


(Below) Birmingham, AL driver Mike Harmon (24), who won last year's edition of the event, was leading with five laps to go when a flat tire on a restart sent him into the inside wall on the frontstretch. It cost him a chance to repeat as the winner of the prestigious event, not to mention the \$5,000 first prize.

though. When he had the flat, there were just five laps to go and it would have been tough to pass him. Luck plays a big part in racing, and we had some tonight."..... Junior Niedecken, driving his Schottenkirk Honda-sponsored entry, made a series of spring

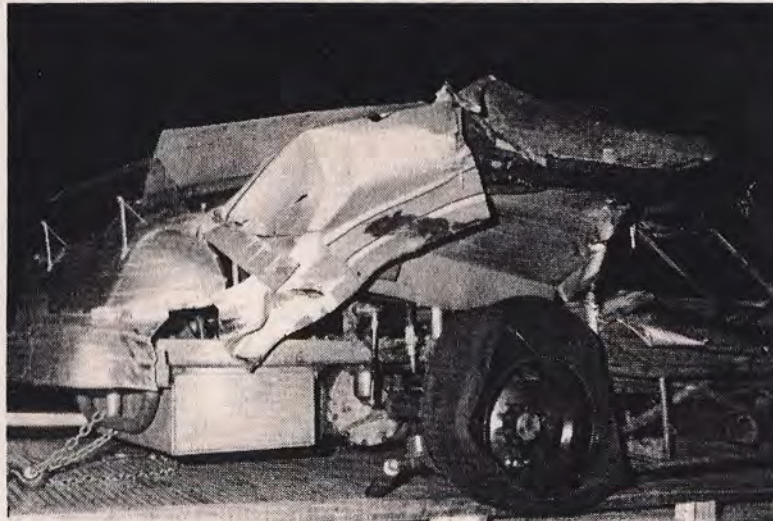
changes in preparation for the race, trying to get a better grip on his car's handling characteristics. "This is the first time we've raced on McCreary tires in a long time and we're trying to adjust our program," said Niedecken. The

Continued On Page 37



SOUTHERN ALL STARS - MONTGOMERY INT'L RACEWAY

Pensacola, FL resident was running fourth on lap 72 when his car failed to fire on a restart. Pushed to the pits, Niedecken was done for the night and placed 26th..... When the fuel cell in Mark Knox's Shelby Concrete entry went dry with just over a mile left to travel, it dropped him from third to sixth in the finishing order. "We had to come in the pits," said Knox. "We didn't have a choice. We were completely out of gas with two laps to go."..... Doug Reid III, who won the Limited Late Model portion of the year-end event last season, returned this year to compete in the featured division. A broken caliper in time trials resulted in a 13th-place qualifying effort, although Reid's Long-Lewis Ford/Bob Sykes Bar-B-Que entry was consistently clocked as one of the fastest cars during practice sessions. The young driver was running fourth with less than five laps to go when some contact between Dick Anderson and Mike Oliver happened directly in front of him. As both drivers backed off the throttle to regain control, Reid's car went slightly airborne over the right-rear quarter-panel of Oliver's machine before crashing violently through the metal guardrail approaching the entrance to the frontstretch. The errant car, which wiped out two complete sections of guardrail, crossed the entrance road to the track and came to rest before it reached the fencing which protects the grandstand. The race was red-flagged to repair the railing. Reid, admittedly sore after



It was a wreck-filled night, slowed 21 times by caution flags. Above, Duwayne Middlebrook (45) suffered severe damage in an early accident but escaped personal injury. Below, Doug Reid III was involved in a frightening crash when he smashed completely through the guardrail in turn four. He was very sore, but otherwise uninjured. His car was severely bent.



run this circuit all the time but I can tell you one thing. These boys here are serious!" At the conclusion of the night, Goodson just missed a top-10 finish, placing 11th.....

Starting fourth and taking advantage of a traffic shuffle on the opening green flag, Greenville, SC resident Mardy Lindley paced the first four circuits aboard his Purple

phone began working again..... Eddie Hanks steered his ESR Racing/Cofer's Body Shop and Garage/Jim Kears Buick Company/Dynotech entry to a seventh-place finish, although that performance was nearly erased on the final lap when Hanks and Jackie Curren tangled in turn four heading for the checkered. Hanks, headed for the frontstretch wall in a hurry, jammed the brakes and avoided hard contact with the concrete. He glanced off the retaining barrier and continued past the flagstand. Damage to his car was slight, consisting of a bent rim and a possible broken ball joint..... Dick Anderson, who led a large portion of the race in his Citrus Chrysler/Mopar Performance Dodge Daytona, had to rebound from a flat tire he discovered just prior to one of the race's many restarts. Anderson quickly ducked into the pits for a replacement but lost a lap as his crew changed rubber. He regained the lost circuit on the race's next caution flag and was headed toward the front when some contact with eventual third-place finisher Chris Mullinax knocked him into the infield grass between turns three and four. Although he didn't lose control, the incident stopped Anderson's momentum. The Wildwood, FL veteran appeared headed for a third-place finish when leader Mike Harmon suffered a late-race flat tire, elevating Anderson to second. Despite a final restart, the Wildwood, FL resident settled for runnerup honors behind Bobby

got under that white car (Mullinax) and ended up in the grass, it knocked my front end out of line. That was it for us." At the stripe, Mullinax made a final attempt to edge Anderson for runnerup honors but came up less than a car length short as the duo headed for the checkered flag..... "We're faster today than we were in practice yesterday," said Jamie Prell, making a rare appearance at the high-banked track. "We're way back there in the starting lineup, though." Beginning the long-distance grind 17th on the grid, Prell dropped out 29 laps into the event. He was the first driver to retire from competition and placed 32nd..... When the crash-filled event finally ended, there were several complaints about the slick racing surface, which helped to produce numerous spins and accidents. Veteran competitor Dave Mader III, convinced by the slippery track to back off in the late stages, finished 12th in his Guaranty Pest Control entry. "It was real slick," said Mader. "There were at least three streaks of oil on the frontstretch and when you reached the flagstand the car would try to skate away from you. I let about three guys go past me and settled for what we could get without jeopardizing our equipment. At least our car isn't in three pieces and getting carried off by four wreckers. I've been racing 21 years and going to races all my life and I can't remember anything like tonight!" Russell Bearden, who finished eighth, summed up the

the accident, was otherwise uninjured in the frightening incident. "I'm not hurt but it rung my bell pretty good," he said..... With the season over at his home track, Five Flags (FL) Speedway regular Tracy Goodson made an appearance in the 101.5-mile event. "We're here having fun and trying to learn something at the same time," said Goodson, who was admittedly struggling in his efforts to adapt to the facility. "We don't

An hour prior to the start of the race, after a fluid leak was discovered, a transmission swap was made on the Walls Accessories/ Broad Wheels entry driven by Albertville, AL driver Tony Walls. Walls was able to start the race, but his night didn't improve much. He was the first car to visit pit road, stopping for service before the race was officially underway. Eighty-five laps later, Walls was done for the night. He finished 25th.....

Power-sponsored entry. Fending off an early-race challenge from Mike Harmon, Lindley drifted over the edge of the track on the backstretch, kicking up a cloud of dust as his car disappeared from view. Although he returned to the track surface in turn three, the off-track excursion did enough damage to put Lindley in the pits for the night. He finished 31st.....

Famed announcer Bucky Roy, hampered by an uncooperative portable microphone, drew a chuckle from the crowd when he continued with driver introductions even though his voice wasn't being heard over the public address system. "The old Buckaroo ain't going to be stopped by a broken microphone," he declared. And he wasn't. Yelling his words to the grandstand, Roy's introductions still drew cheers from the crowd.

Before laryngitis could strike down a promising career, Roy's micro-

Gill. "I was just hanging on at the end," said Anderson. "The front end of my car was torn up and the car was pushing real bad. When I

evening quite well when he stated, "I'm not sure but tonight I believe there were more cautions than there were laps!".....



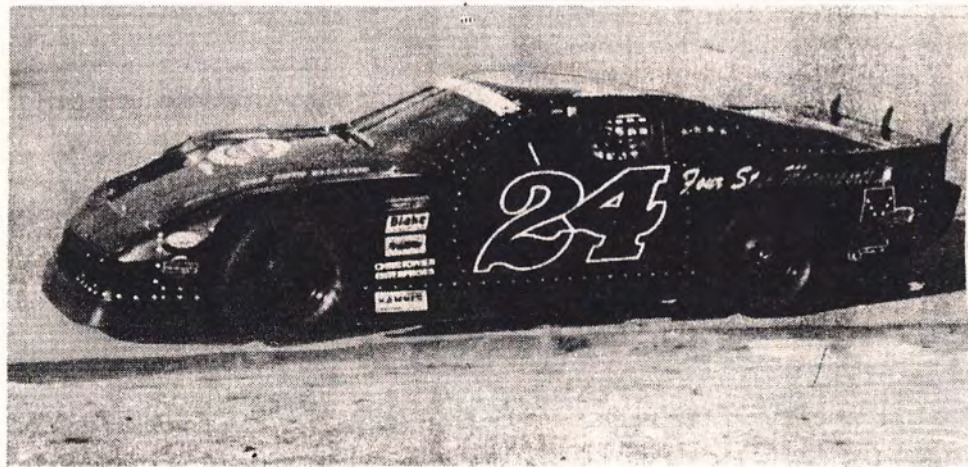
Mark Knox (4), running third with two laps to go, ran out of gas and ultimately finished sixth in the Prolong Super Lubricants Alabama 200 at Montgomery (AL) Int'l Raceway.



> Mike Harmon managed to tie up with Mardy Lindley, then Mike Oliver, and then tangle with the front wall, only to finish fifth in the "Alabama 200." Just another day at the office?

< Doug Reid III fortunately came away unhurt after a frightening accident with only three laps to go in the "Alabama 200." He still managed to take 14th.

(Keri Como photos)



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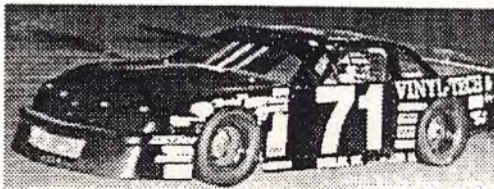
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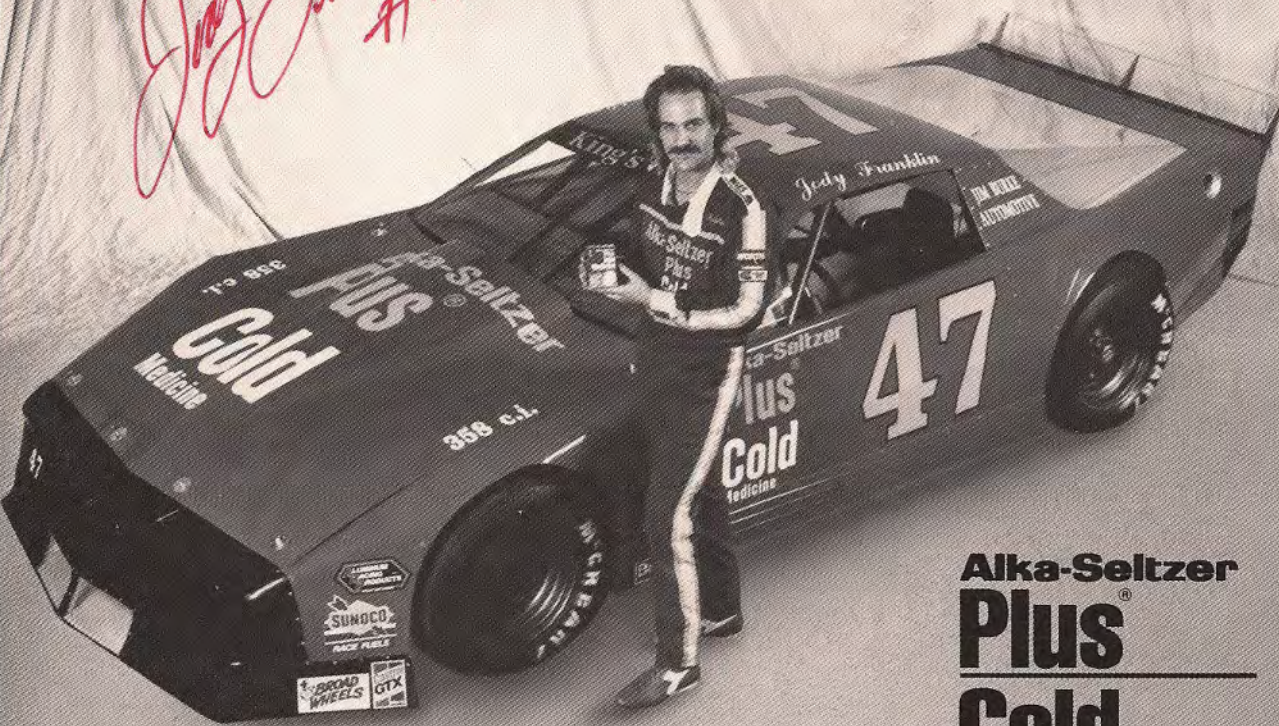
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Married: Beth
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'93 Team: C&F Motorsports

Jody returns behind the wheel of the #47 Alka-Seltzer Plus[®] Cold Medicine machine for the 1993 racing season. 1992 was a very successful year with a number of top 5 finishes, an overall 3rd place in the Late Model Division at Birmingham Fairgrounds Raceway, and missing the track title at Montgomery International Speedway by a mere 2 points. For 1993 the C&F Motorsports team will be maintaining two 1992 Pontiac Firebirds for a run at the 1993 Southern All Stars asphalt series "Rookie of the Year" title.

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"ALABAMA 200" - MONTGOMERY INTERNATIONAL RACEWAY
October 1 & 2, 1993 - (1993 MIR Event #18) - (DK-32/33)

***LATE MODEL* - (200 Laps) - (Oct. 2) :**

(Pos.)	(Car No.)	(Driver)	(Hometown)	(Qualifying Time) - (Oct. 1)
1	71	Bobby Gill	Dalton, GA	19.34
2	92	Dick Anderson	Wildwood, FL	19.26
3	3	Chris Mullinax	Forestdale, AL	19.39
4	41	Mike Oliver	Guntersville, AL	18.82 (Track Record)
5	24	Mike Harmon	Birmingham, AL	19.12
6	4	Mark Knox	Thorsby, AL	19.56
7	7	Eddie Hanks	Memphis, TN	20.64
8	15	Russell Bearden	Rocky Face, GA	19.42
9	00	Jackie Curren	Bessemer, AL	19.68
10	77	Greg Pesnell	Gardendale, AL	19.32
11	1	Tracy Goodson	Pensacola, FL	19.92
12	28	Dave Mader III	Mooreville, NC	DNQ
13	32	Jimmy Kitchens	Pleasant Grove, AL	19.32
14	5	Doug Reid III	Hueytown, AL	19.39 (Crash)
15	11	Greg Neil	Lanett, AL	20.32
16	9	Mike Baker	Clanton, AL	19.44
17	39	John Henager, Jr.	Scottsboro, AL	DNQ
18	20	Homer Heflin	Jackson, MS	21.56
19	34	Fred Michaud	Montgomery, AL	20.14
20	3	Harry Deaton	Montgomery, AL	DNQ
21	98	Rod Guy	Hendersonville, TN	19.78
22	32	Randy Porter	Greenville, SC	Time Disallowed - Underweight
23	16	Burt Belter	Calera, AL	19.88
24	1	Bobby Knox	Clanton, AL	19.34
25	81	Tony Walls	Albertville, AL	18.85 (Oil Leak)
26	99	Wayne Niedecken, Jr.	Pensacola, FL	19.31 (Ignition)
27	8	Larry Speakman	Decatur, AL	19.83
28	29	Andy Antinoro	Hueytown, AL	19.29
29	47	Jody Franklin	Moody, AL	19.68 (Crash)
30	45	Duwayne Middlebrooks	Prattville, AL	19.30 (Crash)
31	16	Mardy Lindley	Greenville, SC	19.12 (Crash)
32	74	Jamie Prell	Pensacola, FL	19.51
DNS	17	Roger Scott	Plainville, GA	20.17

***LATE MODEL* - Last Chance Race - (10 Laps) - (Oct. 1) :**

1	32	Randy Porter
2	28	Steve McBride (Car Driven In Race By Dave Mader III)
3	7	Eddie Hanks
4	20	Homer Heflin
5	17	Roger Scott

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"ALABAMA 200" – MONTGOMERY INTERNATIONAL RACEWAY
October 1 & 2, 1993 – (1993 MIR Event #18) – (DK-32/33)

***LATE MODEL* - Dash For Cash – (5 Laps) - (Oct. 1) :**

1	24	Mike Harmon
2	81	Tony Walls
3	41	Mike Oliver
4	16	Mardy Lindley

***STREET STOCK* - Feature #1 – (20 Laps) – (Oct. 1) :**

1	12	Glenn Fraser	(Drivers Drew For Starting Positions)
2	5	Richard Moseley	
3	4	Pat Cruise	
4	7	Chris Weihe	
5	C29	Scott Childress	
6	43	Roger Jones	
7	15	Bill Cruise	

***STREET STOCK* - Feature #2 – (20 Laps) – (Oct. 1) :**

1	5	Richard Moseley
2	12	Glenn Fraser
3	15	Bill Cruise
4	43	Roger Jones
5	C29	Scott Childress

***PURE STOCK* - (20 Laps) – (Oct. 2) :**

(Car No.)	(Driver)	(Fin.)	(Drivers Drew For Starting Positions)
31	David Edwards		
55	Bruce Clark	1	
12	Dwayne Wesenberg		
66	Aubrey Smith		
11	Cheryl Davis		
69	Ben Rogers	4	
12 Jr.	Billy Joe Lockhart	2	
51	Bernie Robidant		
33	Dennis Freeman		
49	Steve Campbell		
28	Brad Webb		
34	Raymond Freeman		
27	William Churchwell	3	
18x	Butch Helms		