

Max Force RACING

G-FORCE[®]
RACING GEAR

28



2010 RACING GUIDE



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Company Profile

Max Force Racing L.L.C. started in 1998 with Tommy Praytor becoming one of Mobile International Speedway's oldest rookies at 37. A single car on an open trailer with a 4-drawer toolbox was the humble beginning of what has become a multi-car mainstay of racing on the Gulf Coast.

With a guiding hand from Brian and Zondra Yarber, the team started to grow and success quickly followed. Three wins in that first season with 40 car fields quickly put Tommy on the racing map. A few on track incidents had some of the other competitors referring to Tommy as that fat*&%@. That endearing term was turned into Fatboy Racing and the t-shirts and web sites followed.

Tommy was named the Most Popular driver at MIS and corporate America took notice. An 8-year partnership with wireless giant ALLTEL/Verizon followed. A chance meeting with NASCAR driver Dan Pardus would send Tommy to NASCAR in roles as sponsor, spotter, PR person, TV host, color commentator and radio personality. The racing bug soon found its way to Tommy's son Thomas and Thomas was soon making racing noise of his own.

In 2001 the Outdoor Channel signed on as Thomas's primary sponsor for his 600 Racing Bandolero. The Outdoor Channel's paint scheme included their signature Moose coming out of the wheel well of his car. Thomas's name on the roof was changed to Thomoose, which quickly became the Moose. The Praytor family suffered a tremendous loss in 2001, losing their 3rd child Max and the team name was changed to Max Force Racing.

Since its inception in 1998 Max Force Racing has garnered a State Championship, a track Championship, 3 US Army Rookie of the Year titles and over 70 wins. Currently Max Force Racing is a 2 car effort with Thomas handling the majority of the racing duties with sponsorship from G-Force Racing Gear. On the Moose's off weekends Tommy still likes to squeeze behind the wheel of his Final Destination 4 Super Stock.



Roswell, Georgia based G-FORCE Racing Gear® is a manufacturer of high quality, economically priced safety gear. Since 1998, G-FORCE Racing Gear® has supplied drivers and teams from local short tracks to the upper tiers of NASCAR. In 2000 G-FORCE Racing Gear® became Max Force Racings supplier of safety gear and crew apparel. From television to the racetrack our team relies on G-FORCE Racing Gear® for the finest in safety and driver comfort. Tommy was one of the first to test the new G-FORCEC head and neck restraint devices and over the last 10 seasons Tommy and Thomas have put the G-Force safety belts to the test on numerous occasions. 2010 will be the 11th season of our partnership with G-FORCE Racing Gear® and the 4th as the primary sponsor on the Moose's Ford Fusion.

In addition to driver safety gear, G-FORCE Racing Gear® is now producing crew gear, towing G-FORCE Racing Gear® accessories and racing tools. For more on G-FORCE Racing Gear® please visit www.gforce.com.





Thomas “Moose” Praytor

With an old beat up go-kart given to him by a family friend, Thomas turned his first racing laps at 9. His first few seasons were spent on the red clay of the old J & J Speedway. J & J soon gave way to a state of the art high-banked D shaped paved oval, renamed Sunny South Raceway (SSR). With sponsorship from The Outdoor Channel Thomas turned some of the first laps at SSR in a 600 Racing Bandolero car. The paint scheme for The Outdoor Channel included a full color moose coming out of the wheel wells. With a huge moose on the car Thomas was changed to Thomoose and is now simply the Moose. In 3 seasons the Moose wheeled his Bandolero and Legend cars across the Southeast picking up 14 feature wins, over 40-heat race wins, a track championship and an Alabama State Title. In 2006 the Moose was named US Army Rookie of the Year at Mobile International Speedway in the Super Stock division. He backed that up with the Rookie of the Year title at 5 Flags Speedway and runner up in the Championship points standings at Mobile & Pensacola. In 2008 the Moose made the progression to the Pro-Late Model class and was named the US Army Rookie of the Year in that division. The Moose followed that up by finishing 5th in the Championship standings in 2009.

While not at the track, Thomas was hitting folks on the gridiron. The Moose was part of 2 championship teams including an Alabama State title in 2007.

The Moose has been involved in the media side of racing from the young age of 12, shooting second camera on pit road for ARCA Racing This Week. In 2005 Thomas was part of the Outdoor Channel's coverage of the Hawaiian International Billfish Tournament. In 2006 he interviewed Tony Stewart for WNSP and he has been the subject of a front page feature story in the Mobile Press Register. The Moose Call, Thomas's wrap up of the weekends racing action is now a regular part of Fausak Tires Inside Alabama Racing on WNSP.



Thomas “Moose” Praytor Career Highlights

- **1999 Yard Carts J & J Speedway**
- **2000 Junior Sportsman Go-Carts J & J Speedway**
- **2001 Purchased Outdoor Channel Bandolero**
- **2002 Competed at Atlanta Motor Speedway and Sunny South Raceway in Outdoor Channel Bandolero**
- **2003 State of Alabama Bandolero Track Champion & Sunny South Raceway Bandolero Track Champion**
- **2005 Competed in both Bandolero and Legend cars with sponsorship from the Outdoor Channel**
- **2006 US Army Rookie of the Year at Mobile International Speedway in Outdoor Channel Super Stock**
- **2007 Rookie of the Year at Pensacola’s 5 Flags Speedway, Runner up in Championship at both Mobile and Pensacola in G-Force Super Stock**
- **2008 US Army Rookie of the Year at Mobile International Speedway in G-Force Pro-Late Model**
- **2009 5th in Championship points standings at Mobile International Speedway in G-Force Pro-Late Model**



Tommy Praytor

A life long race fan, a turn behind the wheel at a Richard Petty Driving School changed Tommy from fan to fanatic. At 37 Tommy became one of the oldest rookies in Mobile International speedway history. With 40 car fields Tommy quickly collected an impressive list of destruction, 7 nose pieces, 21 door panels, 5 rear bumpers, 6 engines, 19 quarter panels, 16 fenders, and 1 race car that was so badly damaged that it was cut in to 3 foot sections so it would fit in a dumpster. Amidst the destruction Tommy was winning races and was named the Most Popular Driver at Mobile International Speedway. Corporate America took notice and in 1999 Tommy started an 8-year run with wireless giant Alltel/Verizon. In 2004 Tommy added personal body parts to the broken car parts when he broke his back, chest and finger at Pensacola's 5 Flags Speedway. Somehow, Tommy has been able to take his Pontiac to victory lane 22 times and just missed setting a new track record at Mobile International Speedway by 9 one hundredths of a second. Tommy's proudest accomplishments in racing have not behind the wheel but as the crew chief for his son, Thomas (AKA the Moose).

Having become familiar with how to destroy racecars on a local level, Tommy took his talents to NASCAR. As a spotter he's worked at every level of the sport, ARCA, NASCAR Camping world Truck Series, Nationwide and Sprint Cup. He's worked with and wrecked guys in almost every series, Jason Jarrett, Ricky Craven, Frank Kimmell, Dan Pardus and Mobile's Rick Crawford and Grant Enfinger. About the only guy he didn't wreck was Hollywood stuntman Stanton Barrett. While not on the roof Tommy took on a Public Relations role for most of his drivers and is currently, part of the public relations team for Circle Bar Racing in the NASCAR Camping World Truck Series.

Taking a hint that his active racing career might not be as long as he would like, Tommy turned to broadcasting. Over his broadcasting career he has hosted Optima Batteries ARCA Racing This Week on The Outdoor Channel, color commentator for the ARCA ReMax Series TV Broadcast with MRNs Joe Moore, Talladega Superspeedway, track announcer for Mobile International Speedway, and hosted a cooking segment on Southern Experience. Tommy has been part of 2, 1-hour documentaries on the Hawaiian International Billfish Tournament. In 2008 Tommy was the movie coordinator for Warner Brother's Final Destination IV. Currently, Tommy can be heard on Wednesday nights as he host Fausak Tires Inside Alabama Racing on WNSP 105.5.

Away from the track Tommy is continuing a long family tradition as President of Praytor Realty. After the University of South Alabama Tommy quickly put together an impressive real estate resume. In 1984 he was one of the youngest people ever awarded the CCIM designation by the National association of Realtors. He was named one of the top 40 Realtors under 40 in the State of Alabama, Lifetime Member Status in the Million Dollar Sales and was named the Young Realtor of the Year for the State of Alabama. At 32 he became the youngest President of the Mobile Area Association of Realtors and in 1995 was named the MAAR Realtor of the Year.

In addition to Praytor Realty, Tommy's Praytors Collectibles is the only certified NASCAR Approved retailer in Southwest Alabama.



Max
Force
RACING
STABLE



PRO-LATE MODEL SPECIFICATIONS



- Driver: **Thomas "Moose" Praytor**
- Primary Sponsor: **G-Force Racing Gear**
- Manufacturer: **Ford**
- Make: **Fusion**
- Seatbelts & Driver Safety: **G-Force**
- Racing Suit: **G-Force**
- Helmet: **G-Force**
- Team Shirts: **Champion Systems**
- Seat: **ISP Custom**
- Head Restraint System: **Hans**
- Body: **5 Star ABC Greenhouse**
- Chassis: **Grand American Race Car**
- Power Plant: **McGunegill Ford ASA 425 LM**
- Carburetor: **VDL Holly 650 4 Barrel**
- Exhaust: **Hedman Husler Tri-Y Headers**
- Fuel: **Moose Juice-Sunoco 110**
- Fuel Capacity: **22 Gallons**
- Tires: **Hoosier Racing Tire 2045 Compound**
- Wheels: **Bassett**
- Battery: **Dueitt's Special Purpose Interstate Gel**
- Shocks: **Penske Double Adjustable**
- Springs: **Swift Barrel Springs**
- Brakes: **Brakeman- Innovative Brake Technology**

BACKGROUND

MAX FORCE RACING LATE MODEL



2006: Max Force Racing purchased its first late model from an ASA team in Kansas. Car was purchased complete with motor for \$10,000 earning it's nickname 10K. Car was raced only twice in 2006, by Tommy Praytor (a race against cancer kept him from racing it more) finishing 7th in it's first outing.



2007: The team spent the most of the year rebuilding 10K from the inside out. The outlaw late model body was replaced with a new ABC template body. Tommy raced the car once at Pensacola's 5 Flags Speedway.



2008: The team spent the off-season taking out Tommy's seat, installing Thomas's and giving 10K a fresh round of updates. With sponsorship from G-Force and Golden Flake, the Moose drove 10K in it's only full season of competition to the US Army Rookie of the Year title at Mobile International Speedway.



2009: A wreck in the ASA Southeast Asphalt Tour race at Mobile International Speedway early in the season put an end to 10K.



2009: The team purchased a Grand American Race car (Grill) chassis from NASCAR driver Jason Young. Our Max Force team was the first on the coast to install a new 5 Star Greenhouse ABC body. The Moose finished 5th in the Championship points standings at Mobile International Speedway.

SUPER STOCK SPECIFICATIONS



- Driver: **Tommy Praytor**
- Paint Scheme: **Final Destination 4**
- Manufacturer: **Pontiac**
- Make: **Grand Prix**
- Seatbelts & Driver Safety: **G-Force**
- Racing Suit: **G-Force**
- Helmet: **G-Force**
- Team Shirts: **Champion Systems**
- Seat: **ISP Custom**
- Head Restraint System: **G-Force**
- Body: **Hand formed steel with 5 Star nose and tail**
- Chassis: **Custom metric car from Chevelle frame**
- Power Plant: **Mike Woodsen 350 block**
- Carburetor: **VDL Holly 2 Barrel**
- Exhaust: **Racing Headers**
- Fuel: **Sunoco 110**
- Fuel Capacity: **8 Gallons**
- Tires: **Hoosier Racing Tire F53**
- Wheels: **Bassett**
- Battery: **Dueitt's Special Purpose Interstate Gel**
- Shocks: **Custom built QA-1**
- Springs: **Stock style springs**
- Brakes: **Stock with performance pads**

BACKGROUND: MAX FORCE RACING SUPER STOCK



1998: Max Force Racing purchased it's first car a 1978 Firebird from Brian and Zondra Yarber. Tommy posted 3 wins in first season and had sponsorship from Budwesier for the Snowball Derby.



1999: The season started with a win and later in the year the team made it's first start with sponsorship from ALLTEL.



2000-2001: With full sponsorship from Alltel Tommy continued to stack up wins but the car was taking a beating. The young guy in the picture is a 10-year old Moose who was also Tommy's spotter.



2001: With a full time sponsor the team created a show car for ALLTEL's special events. From every ALLTEL location in Southwest Alabama and Northwest Florida to all the new Walmarts our show car got around.



2002-2004: By 2002 our first chassis had all it could stand and it was cut up into 3 foot pieces and put in a dumpster. The team took the roll cage out of the first car and built a new car around it. The new car nicknamed M & M started winning almost immediately.



2005: With technology moving forward rapidly, the team moved away from its Firebird leaf spring roots to a custom made car from the ground up. The car made its debut leading laps and in its second out was winning races with Tommy behind the wheel.



2006: With sponsorship from the Outdoor Channel the Moose wheeled the Max Force Super Stock to the US Army Rookie of the Year Title at Mobile International Speedway in his first season in a full body car.



2007: With sponsorship from G-Force Racing Gear Thomas takes Rookie of the Year honors at Pensacola's 5 Flags Speedway and is the runner up in the points standings at both Mobile and Pensacola.



2008: The Moose moved on to the Late Model Division and the Super Stock received a new paint scheme for Warner Brothers Final Destination 4. The car was driven by world famous stuntman Buddy Joe Hooker (Burt Reynolds based his stuntman movie Hooper on Hooker) and is featured in the racing sequences in the movie. After the movie Tommy took back over the driving duties on a part time basis.



2009: The team kept the Final Destination paint scheme on the car and it spent more time making appearances off the track than on. Tommy made 1 start with a 4th place finish.

ON THE AIR

When Tommy and Thomas aren't racing they can be found on the air talking about racing. From track announcer at Mobile International Speedway to the booth at Talladega Super Speedway Tommy has called it all. Shortly after finding his way to racing, Tommy found his way to a microphone and in 2010 he will celebrate his 12th season as host of Fausak Tires Inside Alabama Racing on Mobile's ESPN Affiliate WNSP 105.5 FM. In addition to radio, Tommy has hosted ARCA Racing This Week on the Outdoor Channel, nationally televised race broadcasts with MRNs Joe Moore and has been the racing analyst for NBC 15 in Mobile. At 19 Thomas has a pretty hefty media background too. At 12 the Moose was shooting 2nd camera on pit road for ARCA races, he's interviewed some of the biggest names in the sport including Tony Stewart and in 2007 he starting hosting the Moose Call on Wednesday nights on WNSP. In 2005 Tommy and the Moose were featured in a one-hour special on the Hawaiian International Bill Fish Tournament. On the track or on the air if it's racing we're on it.

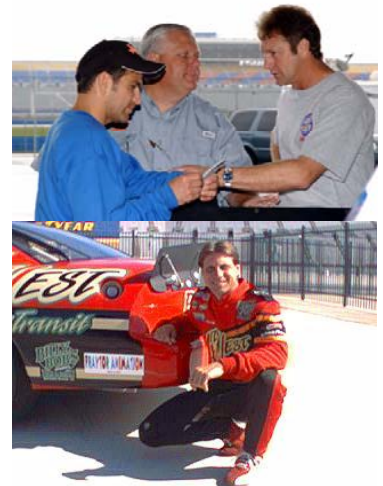


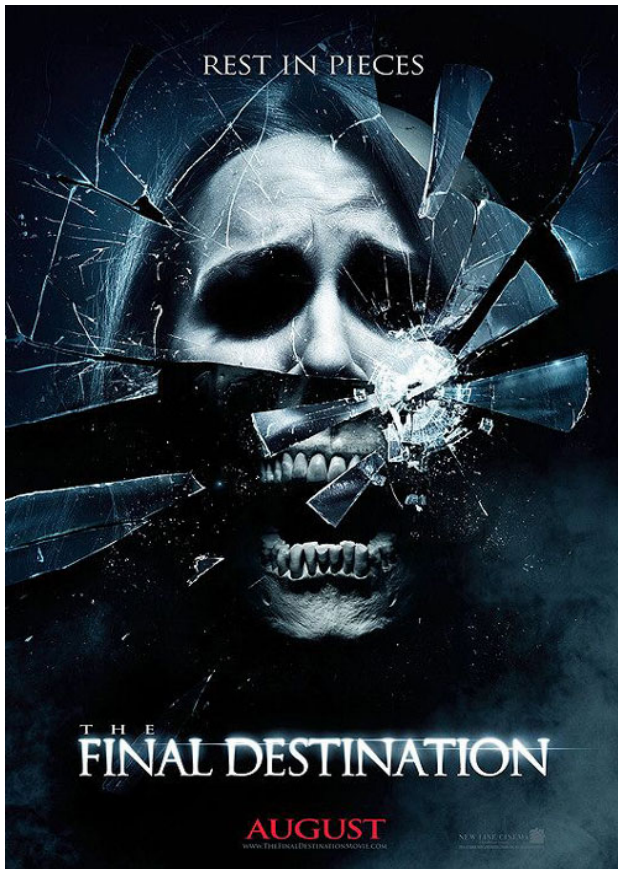
Public Relations

Public relations or PR is an integral part of any successful race team and it's corporate partners. Max Force Racing has always taken a "national" approach to its PR efforts and it's paid off with corporate America. Tommy's experience in racing's premiere series, NASCAR's Sprint Cup, Nationwide, Camping World Truck Series and the ARCA ReMax Series plays a pivotal role in Max Force Racings PR success.

Starting with an underfunded Daytona based NASCAR Sprint Cup team Tommy has had an opportunity to work on every rung of the public relations ladder. Tommy was working with Dan Pardus when he signed his first national sponsorship package in the Nationwide Series and Tommy created Ricky Cravens limited edition diecast when he signed with Tide. Tommy's work with the Outdoor Channel helped land drivers Tony Raines, Kevin Harvick, Tony Stewart and Mobile's Cale Gale to campaign under the Channel's colors.

After traveling to the far reaches of the NASCAR world, Tommy's next public relations undertaking brought him full circle to Mobile's own Rick Crawford. After years of being self funded, the Ozona, Texas Circle Bar Racing signed a multi year sponsorship agreement with International Truck and Engine and the team expanded to a 2-truck operation. Along with bringing the new partnership to life Tommy added the PR duties for a second driver, Texas native David Starr. Starr was followed by Brendan Gaughan and James Buescher, both were chosen for Nationwide rides after only a year with Circle Bar Racing. In 2007 Tommy turned his Public Relations skills back home to Mobile International Speedway to help jumpstart the ailing facility. A new web site, fan email list, TV and front-page coverage of the Speedway soon followed. In 2008 the Speedway landed filming for Warner Brothers Final Destination 4. While continuing to work at the highest levels of racing Tommy still enjoys promoting up and coming local drivers like Grant Enfinger, Hal Martin, Johanna Long and DJ Vanderley.





In 2008 our race team had a car for sale that led to Warner Brothers coming to Mobile International Speedway to film the 4th installment of it's highly successful Final Destination franchise The Final Destination. The car that started it all was an old late model joint venture with Mobile's Rick Crawford. An inquiry from Tom Moore, the transportation director for the movie, led to the sale of the car and the relationship blossomed to the movie coming to Mobile. The Final Destination movies are based on a premonition of a disaster by one of the characters, the character then saves his friends from the disaster. Death spends the rest of the movie tracking down those who were spared and taking them out in creative ways. In Final Destination 4 the premonition is a wreck at a racetrack that send cars into the grandstands. The bulk of the movie was being filmed in New Orleans and while we were delivering the car, the question of where they would shoot the racing sequences arose. The movie was scouting tracks in Texas and Tommy persuaded them to make a trip to Mobile. Shortly thereafter 2 van loads of movie folks were at the track and Warner Brothers was headed to Mobile.

The racing sequences were the key to the movie and director David Ellis (Snakes on a Plane) had assembled the best stuntmen in the business for the movie mayhem and destruction that would follow. Led by stunt coordinator Jeff Dashnaw (stunt double for Steven Segal) the stunt team included Buddy Joe Hooker (Burt Reynolds based his movie Hooper on Hooker) and Mic Rogers (Mel Gibson's stunt double). Ellis was a stunt double on Days of Thunder that featured NASCAR style cars, Ellis's vision for this movie was for local late model cars and crews. We assembled a cast of cars and crews that teamed up the best Mobile had to offer with the best from Hollywood.

A 140 movie crewmembers and over 200 extras descended on Mobile International Speedway for 2 weeks of filming in June of 2008. The Moose with sponsorship from Cooper Tires was one of the local racers turned stunt driver for the movie, while Tommy acted as the go between the racetrack, local teams and the movie. For 2 weeks Ellis and company raced, wrecked, flipped, rolled and wreaked havoc at the speedway for the high definition 3D cameras.

It took a year for the movie to go from action to the big screen but the wait was well worth it. The Final Destination opened number 1 at the box office and has grossed over \$150 million at the box office. Not only did the Moose work as a stunt driver but Max Force Racing ended up supplying several cars to the movie and our crew were an integral part in keeping the movie cars on the track. Tommy continues to race the car driven by Buddy Joe Hooker featured in the movie.

MARKETING PARTNERS

Some of Max Force Racing marketing partners, past and present

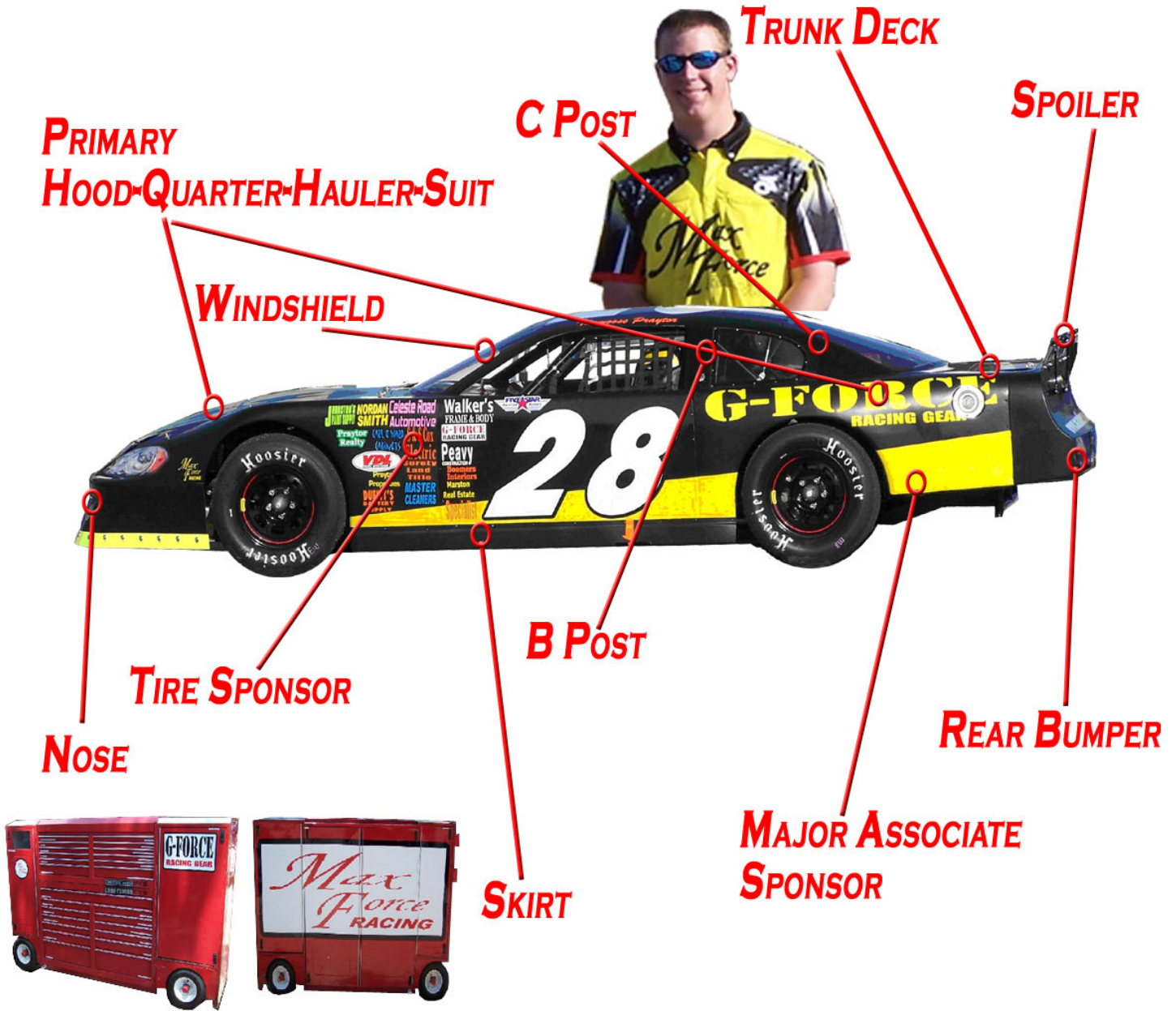


Current Max Force Sponsors



Max Force RACING SPONSOR OPPORTUNITIES

IF YOU WANT TO BE INVOLVED WE HAVE A SPOT FOR YOU!



4th ANNUAL MOOSE TIREATHON

Now is your chance to join the Moose!



The Moose is back on the loose at Mobile International Speedway and Pensacola's Five Flags Speedway in 2010. After finishing 5th in the Championship standings at Mobile in the Pro-Late Model Division, the Moose has filed his name as a Rookie of the Year candidate in the Pro-Late Model Division at Pensacola's 5 Flags Speedway. In 2010 the Moose will be doing double duty trying to win Rookie of the Year at 5 Flags and a Championship at Mobile International Speedway on Saturday night. Throw in select races at Montgomery, Opp and Lanier the Moose will burn up 28 sets of Hoosier tires during the season. Now is your chance to join the Moose's team as a tire sponsor.

PRIMARY TIRE SPONSOR

As a primary tire sponsor you or your company will receive a 6" sticker on the Moose's car, a sponsor listing on track announcements for the Moose, a sponsor listing on www.maxforceracing.com web site and a Max Force Racing T-Shirt. Cost is 1 set of Hoosier Tires \$600.00

ASSOCIATE TIRE SPONSOR

As an associate tire sponsor you or your company will receive a sponsor listing on track announcements for the Moose, a sponsor listing on www.maxforceracing.com web site and a Max Force Racing T-Shirt. Cost is 1 Hoosier Tire \$150.00

Help turn the Moose Loose!

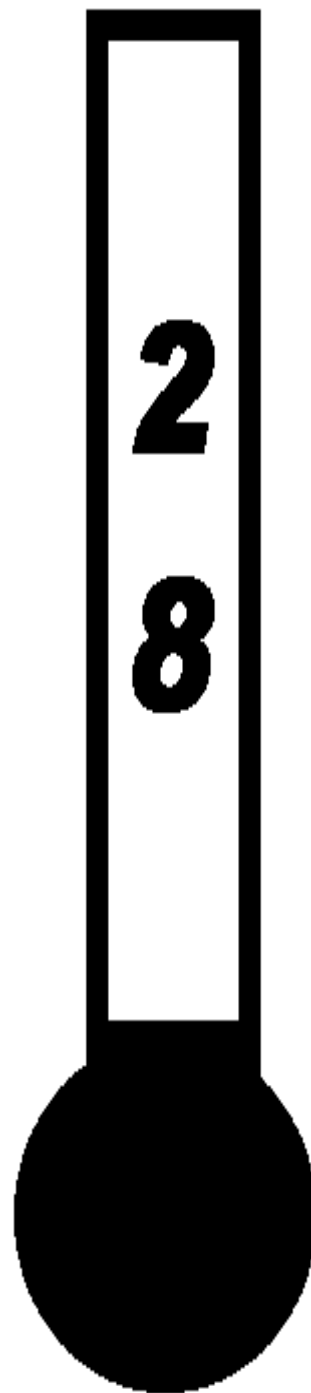
NAME _____

ADDRESS _____ CITY _____ ZIP _____

EMAIL _____ TELEPHONE _____

____ PRIMARY TIRE SPONSOR (\$600.00) ____ ASSOC TIRE SPONSOR (\$150.00)

You can even pay by MC or Visa # _____ Exp Date _____



RONALD MCDONALD HOUSE

In 2004 Tommy drove our first "Ronald McDonald House" car at Mobile International Speedway. Special paint schemes, diecast giveaways and special Ronald McDonald House T-Shirts have made Ronald McDonald



**RONALD MCDONALD
HOUSE CHARITIES**

House Night a fan favorite. The original concept was simple, what we won on the track we'd give to Ronald McDonald House. Ida Fields, the owner of Mobile International Speedway, graciously offered to match it. Along the way AIG American General agreed to match our winnings and Ida's match plus what the fans chipped in and a few hundred dollars turned in to

thousands. Over the years we've been fortunate to raise over \$10,000 for the "House that love built" and we don't have any plans to slow down any time soon.



Max Force RACING

2010 Schedule

March 13 Testing Pensacola 5 Flags Speedway
 March 18 Testing Mobile International Speedway
 March 26 Pensacola 5 Flags Speedway
 March 27 Mobile International Speedway

April 16 Pensacola 5 Flags Speedway
 April 17 Mobile International Speedway
 April 30 Pensacola 5 Flags Speedway

May 1 Mobile International Speedway
 May 14 Pensacola 5 Flags Speedway
 May 15 Mobile International Speedway

June 11 Pensacola 5 Flags Speedway
 June 12 Mobile International Speedway
 June 19 Lanier National Speedway
 Super 6 Series

July 3 Lanier National Speedway
 Super 6 Series

July 16 Mobile International Speedway
 July 17 Pensacola 5 Flags Speedway
 July 30 Mobile International Speedway
 July 31 Pensacola 5 Flags Speedway

August 7 South Alabama Speedway 100 Laps
 August 14 Tommy Final Destination 4 SS
 Mobile International Speedway
 August 21 Montgomery Motor Speedway
 Show Me the Money Series

Sept 3-4 Lee Fields Memorial 100
 Mobile International Speedway
 Sept 10 Pensacola 5 Flags Speedway
 Sept 18 Montgomery Motor Speedway
 Show Me the Money Series

October 8 Night of Champions
 Pensacola 5 Flags Speedway

October 16 South Alabama Speedway 100 Laps

Nov 20 Testing for 43rd Annual Snowball Derby

Dec 1-5 43RD Annual Snowball Derby



2010 TRACKS



Mobile International Speedway: Owned by Ida Fields MIS is home base for Max Force Racing. Half-mile with 12 degree banking in the corners and 8 degree banking on the straight away. Most unique feature-no walls accept on frontstretch. www.mobilespeedway.net



Pensacola Five Flags Speedway: Owned by the Bryant family and promote by Tim Bryant 5 Flags is Max Force Racing's second home. A small half mile with 15 degree banking in the turns and 9 degree banking on the straight away. Surface has not been repaved since the 50's and is very abrasive on tires. Known nationally for the Snowball Derby the first Sunday in December. www.5flagsspeedway.com



Lanier National Speedway: Originally opened as a dirt track in 1982 Lanier was soon paved and is Georgia's only NASCAR sanctioned short track. A tight 3/8 mile oval drives like a continuous circle with 12 degrees of banking in the turns. Lanier is the home track of the Georgia Asphalt Series, Ice Cold Shriner's Bowl and Speedfest. The track is cut out of a mountain and cars park on tiers above the track on the back stretch, letting fans tailgate and watch the races. www.lanierspeedway.com



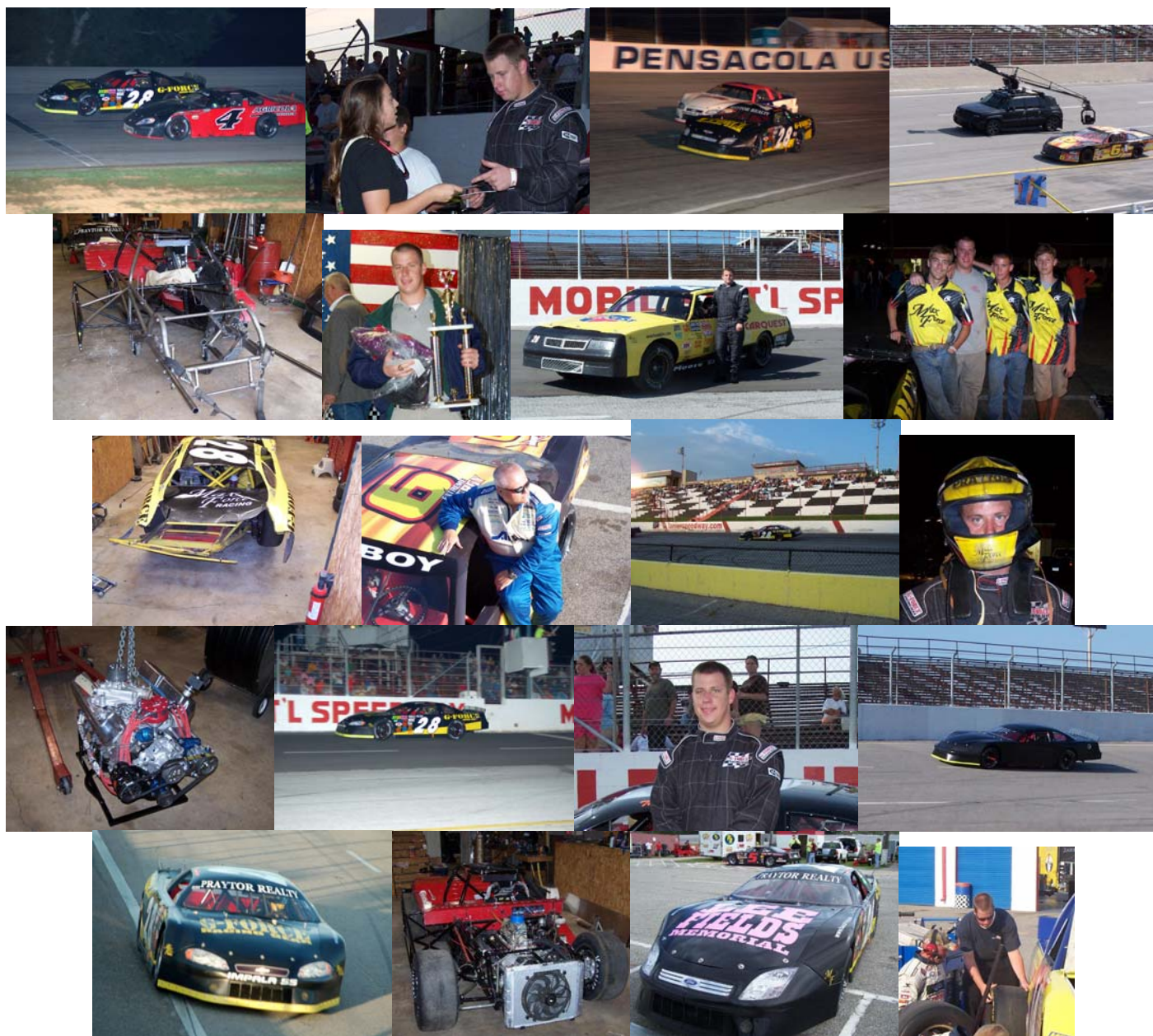
Montgomery Motor Speedway: Built in 1953 MMS has a storied racing history filled with exploits by the Alabama Gang. The track looked like it would become another has been when it was leased to Hyundai to park cars on in the mid 90s. The Knox family brought the Speedway back to life in 2009 and repaved it. A big half-mile with only 7 degrees of banking in the big sweeping turns. www.montgomeryspeedway.com



South Alabama Speedway "Opp": Built in 1974 Opp is home to the "Rattler" in March held in conjunction with the Rattlesnake Round Up. The tight 4/10th mile oval has 5 degree banking on the straight away and 13 degree banking in the turns. www.southalabamaspeedway.com

Max Force RACING

2009 YEAR IN REVIEW



www.MaxForceRacing.com

MAX FORCE RACING 2009 YEAR IN REVIEW

After a successful 2008 season highlighted by Thomas Praytor, the "Moose", picking up the US Army Rookie of the Year honors in the Pro-Late Model Division at Mobile International Speedway, our Max Force Racing team had high hopes for the 2009 season.

In 2008 the team campaigned 2 cars, the Moose's G-Force Pontiac and the grumpy old man,



Tommy's, super stock on off weekends for the late models.



During the off-season, the team added a driver development program with Kyle Cox in

the Bob Speed Shop Sportsman Division. The off-season was busy building the Sportsman car and testing for the upcoming season.

With sponsorship from Carquest on the sportsman car, Kyle opened the season with a solid effort finishing just outside the top 10 in his MIS debut. The Moose opened with a disappointing 7th place finish and the team went to work prepping for what would be a season changing



ASA double header on the Gulf Coast. Bad weather in the area leading up to the ASA race was an omen for the weekend ahead for the Moose. The Pensacola race was postponed from Friday to Sunday and the weather broke for Saturday in Mobile. Our G-Force Pontiac struggled all night against the top tier talent in the ASA series. The Moose was putting in a valiant effort staying on the lead lap and it looked like we were headed to a decent finish on a night we didn't have our best stuff. With just 2 laps to go, a big pile up going in to

turn 3 had the Moose sliding in their fluid and crashing backwards in to the stack of cars blocking the track. The crash would signal the end of our late model chassis we nicknamed 10K. 10K because it only cost \$10,000 including the motor, 10K because we were running against cars that cost 5 or 6 times as much.



With 10K beyond repair our team went searching for a replacement. One of the most successful Late Model racers in the Southeast is Augie Grill. Augie campaigns Grand American Race Car (GARC) chassis's he and his Dad build in Dolomite, Alabama. For our team knowing



we needed a Grill car was one thing, figuring out how to make it work financially is another. As fate would have it, NASCAR

Camping World Truck Series driver Jason Young had one of his cars at GARC being repaired and we were able to make a deal. While we were scrambling getting our new Grill car ready, our Rookie Kyle was putting in solid finishes and he had his Carquest machine into the top 10 in points.

Fortunately for our race team there was a break in the Midwest Cooling Tower Pro Late Model schedule at MIS that allowed us to get our new Grill car ready for action. With the new car we put the latest "Greenhouse" 5 Star ABC body.



MAX FORCE RACING 2009 YEAR IN REVIEW

The new style body features a rubber nose, tail, fenders and quarter panels, features we would put to the test throughout the year. We were the first on the Gulf Coast with the new body and being the first created challenges. The challenges were worth it as we unveiled the slickest body produced in our race shop. The new body held produced several big changes for our Max Force Race Team. Our long-term association with Pontiac was replaced by an Impala SS. Also because the body is pre-painted by 5 Star we reversed the paint scheme from yellow with black trim to black with yellow trim. Before the stickers were put on, the car was solid black. A late night exit from the shop while working on the car in the pitch black dark and a look at the watch, Midnight just seemed to stick.



The break in the Midwest Cooling Towers Pro-Late Model schedule was for a Miller Lite 100 lap Super Late Model race. It would be the only weekend in the MIS schedule that the Super Stocks were racing without the Pro-Late Models, letting Tommy and Thomas swap roles, Tommy to driver-Thomas to spotter. The old man held his own turning in a 4th place finish in what would be his only start of the 2009 season.



With just days to get Midnight ready for racing action, the team scheduled a private test to shake down their new car. The private test was solid on Wednesday night followed by an open practice on Thursday night had the Moose ready for action on Saturday. While the clock was ticking on Midnight's debut, Tommy made a quick trip

on Friday to Talladega to help spot for Mobile's Grant Enfinger. Enfinger wheeled his car to 3rd in his first Superspeedway start and the solid effort had our team with high hopes for Saturday night.



Starting at the back end of the field the Moose was rumbling to the front in his new car with the drop of the green flag. In the short 25-lap feature the Moose made it all the way up to 6th, a nice start for a new car. Kyle posted another top 10 for our driver development team and was now solidly in the top 10.



The second outing for Midnight started with "meet the driver" festivities at MIS. The Moose held a pen for autographs before holding a quick wheel on his G-Force Impala. A move for



2nd in the heat race sent the Moose into the wall sliding down the front stretch. The wreck moved the tail of the car over 8 inches. The new rubber quarters paid dividends in their second outing and the team had the car ready to go for the feature. In the feature the Moose was quick but as the laps ticked off the Moose was getting looser with each lap and settled for a disappointing 8th.

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Midnight would bring the field to the green flag from the pole position in only its 3rd outing. The



Moose's time out front was short-lived when he was turned around from behind. The contact cut a tire and a

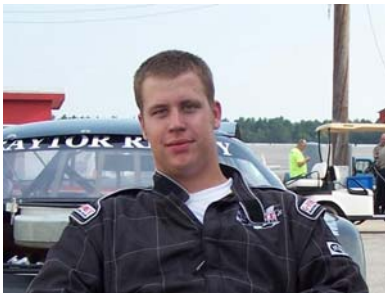
green flag stop cost the G-Force machine a shot at a good finish. While the Moose was getting beat up Kyle was continuing to string together top 10's and was up to 5th in the Championship standings.

While Kyle's efforts were solid, his Carquest machine seemed to be lacking. The team turned to a couple of old guys, Tommy and former track



champion Mike Woodsen for a little help to get the Rookie up to speed. The old patrol made some drastic changes that picked up the lap times on the Carquest machine dramatically.

By late June the Moose and his new Grill chassis were tested and ready to capitalize on months of hard work. The Moose was up to 3rd and on the



move again early, when a vibration in the right rear sent the Moose to pit road. A rare pit road mistake cost the Moose valuable track position and another shot at a

top 5 finish. A burnt clutch cost Kyle a start on double points night and his spot in the top 10. Another bad outing in the Sportsman and we made the tough call to shelve the Sportsman program.

A big gap in the MIS schedule gave the Moose an opportunity to spend a week with the Circle Bar

International Truck and Engine team in the Camping World Truck Series. The Moose's time was well spent in Charlotte and at the track in Kentucky learning techniques that he put to work on our late model team. While the Moose was traveling the team was waiting on the delivery of a new McGunegill Ford motor. The Ford was another step up for our team.



A month of hard work changing the car from Chevy to Ford and testing paid dividends back



on the stopwatch. In Midnight's first qualifying effort the Moose timed in the 4th spot but would have

to start 10th because of a 12-car invert. It seemed no matter how fast we were the Moose had to start at the back every week. The invert had all the cars scrambling for positions from the drop of the green flag. A blocked racetrack late in the going sent the Moose into the stack backwards, very similar to the ASA 10K killing wreck earlier in the year. The wreck would send Midnight back to the Grills to be fixed.



With a freshly repaired fast racecar and another gap in the schedule, Midnight was all dressed up with no place to race. As luck would have it, the Georgia Asphalt Series was holding a 100-lap race at Lanier Speedway in Georgia. After the high banks of Mobile the short unique bullring at Lanier would put our team and driver to the

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test. We struggled the first day of practice but by race day the Moose and his G-Force machine were starting to make gains on the rest of the field.



The Moose timed in 16th in a large and competitive field. The race started with the Moose moving forward, just outside of the top 10, a couple of

cars got together in front of our G-Force machine and we tested the rear rubber quarters again as the backend hit the backstretch wall. A lot of tape on pit road and the Moose hit the track again. The damage was not critical but it was enough to slow us down and the Moose settled for a 14th place finish.

In 2008 we helped film Final Destination 4 at Mobile International Speedway. Tommy worked



as a liaison between the local teams/MIS and Warner Brothers, the guys off our race team worked as extras and Thomas made his first start as a paid

stuntman. In August of 2009 the movie premiered to big numbers at the box office knocking Brad Pitt's latest movie from the top spot. The racing sequences filmed at MIS were phenomenal in high definition 3D.

The premiere in Mobile on Friday night had everyone ready to race on



Saturday. The Final Destination franchise is based on a premonition and the movie was a premonition for our disastrous weekend. The Moose was quick off the trailer and on the 5th lap of practice a car spun in front of him and

blocked the track. The Moose had nowhere to go and the wreck ended his night. It would be the only night of the season the Moose would not be able to start and with the DNS the Moose took a big hit in the championship standings.



The impact from the wreck was so hard, the front frame section of the car was destroyed and the radiator was shoved back into the motor. With the next MIS start in just 2 weeks any chance of a decent finish in the points standings



seemed lost. By Sunday night the car was stripped down completely, motor, body and every moving part were off. Our new motor was on its

way back to McGunegill Engine Performance and our Grill chassis was headed back to the Grand American shop in Dolomite, Alabama. With the next race just days away and parts of our car spread across the country the mood in our shop turned grim. We'd already taken a big hit missing a race and we knew we couldn't miss 2 and still have a shot at the top 5. Fate would work in our favor this time with rain canceling the next race, giving us a month to get ready to race. We needed all of it.

Back in the shop Midnight slowly started to come back to life. Our team worked night and day to get back to the track. We also changed the nose of the car from an Impala to Ford to match the McGunegill power plant. After weeks



of tireless effort by everyone on our team we

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were ready to test. About 6 laps into the test the Moose pulled off the track with no oil pressure. Our McGunegill fresh from McGunegill had blown up. With just days before the season ending Lee Fields Memorial finale there wasn't enough time to get the motor back to McGunegill thinks looked bleak, enter Fupala.

Desperate times call for desperate measures. With the our Ford motor out of the car we



realized we still had our old Chevy motor and the team went to work converting the Ford back a Chevy from the inside out. It took bits and pieces of cars we've run over the last 10 years to make the conversion. The process normally takes weeks but our team did it in less than 48 hours. Part Fusion part Impala we renamed our car a Fupala and we headed back to the track for testing. On Thursday night our Fupala ran more like Fupoopoo. We slated another test for Friday but had to cancel because the Moose had the flu and was losing fluids faster than we can put them back in him. While the Moose tried to recover, the team spent Friday night and Saturday morning installing a "Hail Mary" setup for Saturday night.

The Lee Fields Memorial 100 is the season ending double points race for the Midwest Cooling Towers Pro-Late Model division at Mobile International Speedway. Instead of roaring into the Lee Field's we limped in. Our driver was sick, we had our 2nd best motor in the car and our test on Thursday told us we had a long way to go on our chassis. With just an hour of practice the team was at it's best and the Moose was in the top 5 on the speed charts. We went a little too far in qualifying and the Moose was sideways and settled for a disappointing 8th place starting spot. Too loose in qualifying we went too far for the race setup and with the drop of the green flag the Moose was too tight. A trip

to pit road gave the team an opportunity to free up the G-Force Fupala and the Moose was back on the move. By the time the checkered flag flew the Moose was up to 5th and was closing in on 3rd and 4th. All the effort paid off, the Moose cracked the top 5 in the championship standings by just 2 points.

The Lee Fields should have been the last regular season race before the 42nd Annual Snowball Derby, should have been. MIS had to reschedule



one of its Miller Lite Super Late Model Series races after the Lee Fields. Tim Bryant owner/promoter of Pensacola's 5 flags Speedway issued a challenge to the

Pro-Late Models to compete. Not happy with our performance in the Lee Fields and looking for some more track time before the Derby the Moose took the challenge. The extra track timed paid

dividends with the Moose qualifying 3 tenths of a second faster than he had 2 weeks earlier in the Lee Fields. The team also worked on it's race setup



and the G-Force Fupala was solid from the first lap to the last and the Moose ended up just outside the top 10 in 11th. The extra 100 laps were a perfect primer for the Derby.

The November break between the 100-lap Miller Lite Super Late Model race and the 42nd Annual Snowball Derby gave our team time to get a rebuilt McGunegill motor back from Indiana and installed for testing. Chasing a championship at MIS the Moose had not been able to turn a lap at 5 Flags Speedway since just missing last years Derby to NASCAR driver Larry Foyt. Not only had the Moose not been to

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5 Flags in a year we were taking a chassis and motor package that had never been there.

It may have been a year since the Moose was at 5 Flags but he had hundreds of laps on the tough old racing surface. A list of chassis setups and



notes from chassis builder and 2 time Snowball Derby Champion Augie Grill cut down

the learning curve and by the end of the first run the Moose was at home with his new car turning laps faster than he had last year. By the end of the day the Moose was faster than his qualifying time in 2008 and he was just practicing. The team couldn't wait to get back.

The Snowball Derby is the Super Bowl of short track racing and being the number 1 late model event in the country the Derby draws drivers and teams from as far away as Canada. Over 140 teams filed entries for the Derby with this year's race taking on a NASCAR flair with Kyle Busch, David Stremme, Steven Wallace, Brian Scott and Brian Ickler all attempting to make the field. Our single car all volunteer Max Force team was outmanned, out gunned and out dollared but we couldn't wait to line up with the best in the business. A huge weather front moved through Pensacola the day before move in turning the Pensacola infield into a lake. Along with making a mess of the infield, the weather washed the rubber off the track and dropped the temperature 20 degrees from our test day. The Derby format allows for 2 and half days of practice and we needed every bit of it. The different track conditions produced an ill handling G-Force Fusion and the Moose was dodging traffic as 140 cars tried to get practice time. By the end of practice on Thursday the Moose and our team were on suicide watch because nothing we did helped get us back to where we tested. A round of changes after



practice put the team back on track Friday morning and the Moose was turning lap times that put him in the top 10 on the speed charts. A final round of

practice on Saturday morning had the Moose in the top 20 with most of the teams making mock qualifying runs on the cool overcast morning. Everyone was stepping up their game for qualifying. Needing to make the top 30 to be locked in the field we made all the changes and preparations we could think of to get the last bit of speed out of our G-Force machine. In 2008 the Moose turned a lap of 17.57 seconds in 2009 he would improve that number to 17.21, a huge pick up and a time that would have put him 7th in the 2008 field. In 2009 it would be 4 one hundredths of a second too slow and the Moose would have to try and race his way into the Allen Turner Snowflake 100. The last chance or Hooligan race only transfers the top 2 finishers to feature. Since only 2 transfer, the Hooligans come out trying to make the field. The Moose started 3rd and on the first lap he was side by side with 2nd for the transfer spot. The Moose was clawing for all he was worth



when he got body slammed from behind by another Hooligan. A great save kept the team from buying a new racecar but in order to save the car the Moose had to get out of the gas. In 1 corner the Moose slid from the front of the field to the back. With just 20 laps left, the Moose put the horn to every competitor he could get to, to get back to the transfer spot. Too many cars with too few laps and a Derby start would have to wait until next year.

With the 42nd Annual Snowball Derby in the rear view mirror Tommy and the Moose headed

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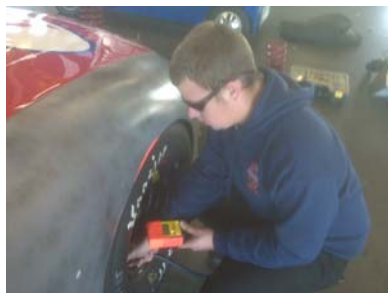
to Orlando Florida for the Performance Racing Industry (PRI) trade show. The PRI show featured over 1,100 racing exhibitors in a million square foot convention center.



The show is the place to be to find new equipment and an opportunity to meet with the vendors we talk to by phone all year long. G-Force, VDL Carburetors, Hans, CV Products, Brakeman Brakes, Gale Force Suspensions, Penske, Quartermaster, ISP Seats, Gibbs Racing Oil, Intercomp, Longacre, Racing Electronics, Pitboxes.com, Champion Systems and Hedman Headers are just a few of the vendors at the show that we use on our G-Force Fusion every day.

The show gave us a chance to talk with our suppliers face to face to discuss issues we've had during the year and new technology they may have developed or are developing that we can use in the future.

The PRI show was the next to last stop of the 2009 season for our race team. The Moose and some of our Max Force team members traveled to Daytona International Speedway for a weekend of testing with Mobile's Grant Enfinger.



The 2009 season ended up being a mixed bag. Our driver development program didn't work out like we had hoped but the time spent on the effort was well worth it. Our Late Model program started the season with an old beat up \$10,000 car with a 6 year old motor. We ended the season with a new GARC chassis, McGunegill motor, one of the best power plants in the country and a fast racecar every time we

went to the track. In 2010 we'll continue to build on the foundation we laid in 2009.

Max Force Team

Each week our racecars go to the track because an all-volunteer group



makes it happen. Ben Lee, Andrew Vickers, Collin Kraft, Tom Claxton, John Phelps and Tom Dabney and many more work hard every week to continue to make our race team happen.

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