



Max Force RACING





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Max Force RACING

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 staple 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.

From its humble beginnings 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 fields entries in the ARCA Racing Series, Sunoco Gulf Coast Championship Series, Miller Lite Super Late Model Series and the Midwest Cooling Towers Pro-Late Model Series with the Moose handling the majority of the driving duties with sponsorship from G-Force Racing Gear and the Realtors. On the Moose's off weekends Tommy still likes to squeeze behind the wheel of his Final Destination 4 Super Stock.

In 2011 we teamed up with Alabama football legend, Ken "Snake" Stabler, and his Legend Cellars 12 Championship Collection Wine. With Snake on the hood, the car number changed from #28 to Stabler's iconic #12 and the Moose earned the Gulf Coast Ironman title. The Moose closed out the 2011 season testing for Andy Belmont Racing at Daytona International Speedway.

A test turned into a ride at the Inaugural ARCA-Mobile 200 in 2012 and a string of opportunities with the Moose making his first start at Talladega Superspeedway. A couple of starts for Venturini Motorsports in 2012 and the Moose is looking forward to





The Moose carried the iconic Realtor R in his first start at Talladega Superspeedway in May of 2012. A third generation Realtor, Thomas and the Realtor car traversed the State of Alabama in the weeks leading up to the International Motorsports Hall of Fame 250 at Talladega. Mobile, Robertsdale, Enterprise, Montgomery, Birmingham and points in between the Realtor car logged over 1,000 miles before ever making a lap at Talladega. Realtors are the voice for Real Estate, protecting private property rights and preserving the American Dream of Homeownership.





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. We were one of the first to test the new G-FORCE head and neck devices and over the last 13 seasons Tommy and Thomas have put the G-Force safety belts to the test on numerous occasions. 2013 will be the 14th season of our partnership with G-FORCE Racing Gear®.

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.

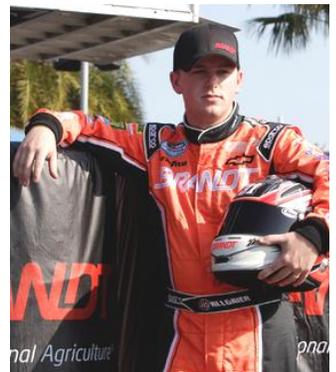
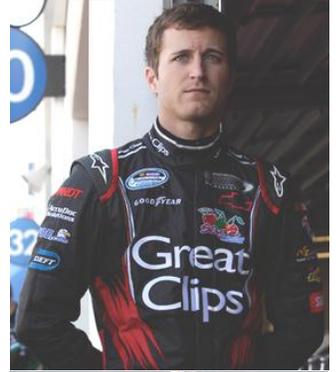
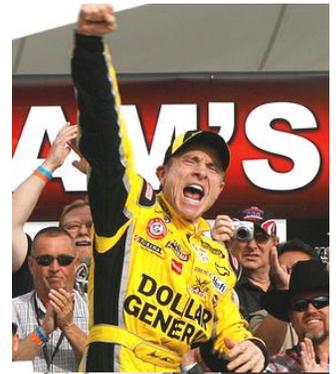




What began as a small, family-operated race team in Hallettsville, Texas, has evolved into one of the premier, multi-team operations in the NASCAR Nationwide Series (NNS) and NASCAR Camping World Truck Series (NCWTS). In 2011, Turner Motorsports had four entries in the Nationwide Series and three entries in the Camping World Truck Series with an all-star driver line-up that has included NASCAR Sprint Cup Series stars Kasey Kahne and Mark Martin, Nationwide Series standouts Jason Leffler, Reed Sorenson and Justin Allgaier, with Truck Series favorite James Buescher. The racing season was the team's most successful, in their meteoric rise onto the NASCAR stage.

The Moose teamed up with Turner Motorsports to campaign a Super Late Model for the first time in 2011. The Moose joins a growing field of drivers who benefit from Steve Turner, that fields teams in the ARCA Series, NASCAR's Camping World Truck Series, Nationwide Series and Sprint Cup Series.

For more on Turner Motorsports visit:
<http://www.turnermotorsportsllc.com/>



MARKETING PARTNERS

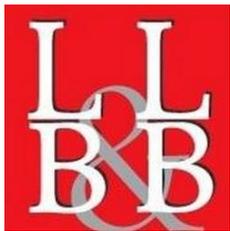
Some of Max Force Racing marketing partners, past and present



CELEBRATE YOUR SUCCESS™



Current Max Force Sponsors





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. Doing double duty In 2010, the Moose finished in the top 10 in points at Mobile and Pensacola. In 2011 the Moose teamed up with Turner Motorsports and Ken Stabler's Legend Cellars Wine for quadruple duty. The 2011 season saw the Moose compete in every Pro Late Model and Super Late Model race at both Mobile and Pensacola for the same team making the Moose the Ironman of the Gulf Coast. The Moose closed out the 2011 season testing in Daytona for Andy Belmont Racing. In 2012 the Moose made his first ARCA start in the Inaugural ARCA Mobile 200. Talladega and starts for Venturini Motorsports followed.

While not at the track, Thomas was hitting folks on the gridiron. As one of AJ McCarron's centers, 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 has been tracking down driver interviews ever since. The Moose has been the subject of a couple of front page feature stories in the Mobile Press Register. The Moose Call, Thomas's wrap up of the weekends racing action is now a regular part of 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
- 2010 – Finished in the top 10 in championship points at Mobile International Speedway and Pensacola's 5 Flags Speedway
- 2011 – Moose and his Max Force Team were the Ironman of the Gulf Coast this season as the only team to compete in every Late Model race (Pro & Super) at Mobile International Speedway and Five Flags Speedway. The Moose finished 5th in Midwest Cooling Towers Series at Mobile, 8th in the Allen Turner Hyundai Series at Five Flags and 10th in the Sunoco Gulf Coast Championship Series in the Super Late Model. Tested ARCA car for Andy Belmont Racing at Daytona Superspeedway.
- 2012-The Moose made his first ARCA start in the Inaugural ARCA-Mobile 200 at Mobile International Speedway. A 20th place finish at Talladega followed along with a couple of ARCA starts for Venturini Motorsports. When he wasn't ARCA racing the Moose was competing in the Miller Lite Super Late Model Series.





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.



ARCA SUPERSPEEDWAY SPECIFICATIONS



- Driver: **Thomas “Moose” Praytor**
- 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**
- Chassis: **Roush Fenway RK #187**
- Power Plant: **Roush Yates Ford D3**
- Carburetor: **Roush Yates Holly 850 4 Barrel**
- Fuel: **Moose Juice-Sunoco Unleaded 98**
- Fuel Capacity: **22 Gallons**
- Tires: **Hoosier Racing Tire F53**
- Wheels: **Aero**
- Battery: **Dueitt’s Special Purpose Interstate Gel**
- Shocks: **Penske Single Adjustable**
- Springs: **Hypercoil**
- Brakes: **Brembo**
- Transmission: **Jericho**



SUPER-LATE MODEL SPECIFICATIONS



- Driver: **Thomas “Moose” Praytor**
- Primary Sponsor: **Mobile Lumber**
- 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 Chevy Equalizer Sealed**
- Carburetor: **VDL Holly 750 4 Barr**
- Exhaust: **Hedman Husler Tri-Y Headers**
- Fuel: **Moose Juice-Sunoco 110**
- Fuel Capacity: **22 Gallons**
- Tires: **Hoosier Racing Tire F-40 Compound**
- Wheels: **Bassett**
- Battery: **Dueitt’s Special Purpose Interstate Gel**
- Shocks: **Penske Double Adjustable**
- Springs: **Swift Barrel Springs**
- Brakes: **Wilwood**
- Radiator: **Dubz Racing Radiators**
- Transmission: **Jericho**



PRO-LATE MODEL SPECIFICATIONS



- Chassis Nickname: **Christine**
- Driver: **Thomas "Moose" Praytor**
- Primary Sponsor: **G-Force**
- 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 Barr**
- Exhaust: **Hedman Husler Tri-Y Headers**
- Fuel: **Moose Juice-Sunoco 110**
- Fuel Capacity: **22 Gallons**
- Tires: **Hoosier Racing Tire 2040 Compound**
- Wheels: **Bassett**
- Battery: **Dueitt's Special Purpose Interstate Gel**
- Shocks: **Penske Double Adjustable**
- Springs: **Swift Barrel Springs**
- Brakes: **Wilwood**
- Radiator: **Dubz Racing Radiators**
- Transmission: **Jericho**



BACKGROUND

MAX FORCE RACING LATE MODELS



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 its 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 its 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.



2010: With frequent trips to Grill at Grand American Race Cars, the Moose rolled his Pro Late Model out to Mobile and Pensacola. The season included multiple top 5 and top 10 finishes and the Moose finished in the top 10 in Championship points at both tracks. The Max Force Team received their GARC Super Late Model chassis from Turner Motorsports in the fall of 2010. Working night and day the car was ready for Snowball Derby. During testing, a terminal motor issue forced the team to abandon it's derby effort for 2010.



2011: With sponsorship from Ken Stabler Legend Cellars Wine the Moose and his Max force team were the only team to compete in every Pro & Super Late Model earning the Ironman title that has not been matched. The Moose finished 2nd in the rookie of the year competition at 5 Flags & Mobile International Speedway and was 10th in the Sunoco Gulf Coast Championship Standings in the Super Late Model. While in the Pro Late Model, the Moose finished 5th in the Midwest Cooling Towers Series at Mobile and 8th in the Allen Turner Hyundai Series at Five Flags Speedway.



2012: The Moose competed in a limited Late Model schedule while making selected ARCA races for Andy Belmont Racing and Venturini Motorsports.

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: **Wilwood Brakes**
- Radiator: **Dubz Racing Radiators**

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.



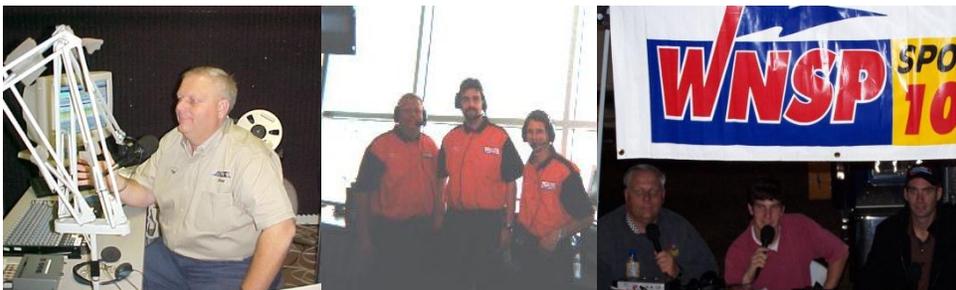
2009: The team kept the Final Destination paint scheme on the car and it spent more time making appearances off the track than on. Tommy made 1 start with a 4th place finish.



2011-2012: After a 2 year layoff Tommy took the Final Destination Super Stock for a 50 lap spin at Pensacola's 5 Flags Speedway bringing home a 7th place finish in 2011. In October of 2012 the Elder Praytor made another trip to MIS qualifying 4th and finishing 6th after 2 cut tires.

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 2013 he will celebrate his 15th season as host of Inside Alabama Racing on Mobile's Sporting News 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 22 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, Carl Edwards, Jamie McMurray, Marcus Ambrose, and Ron Hornaday Jr. 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.

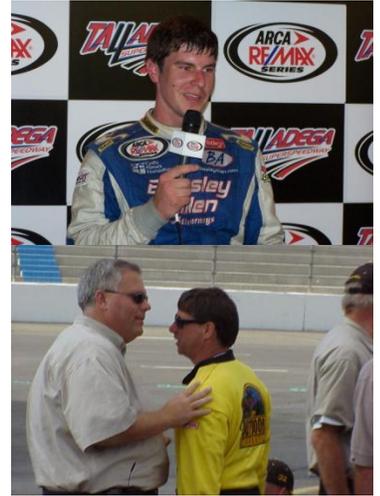


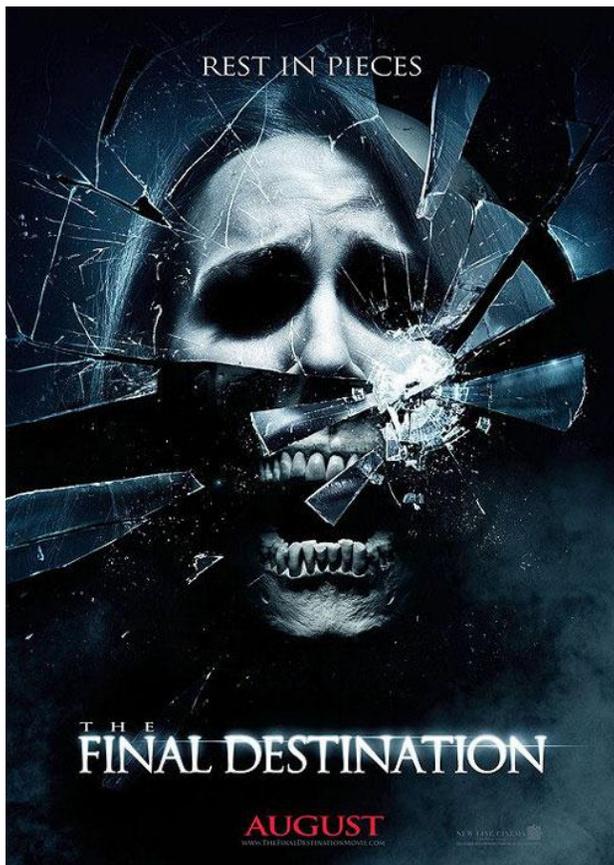
Public Relations

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 Series plays a pivotal role in Max Force Racing's 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. In 2011, Rick Crawford became the Manager/Promoter of Mobile International Speedway in a multiyear deal and we were promoting 2 familiar brands. In 2011 the Speedway had bigger car counts, increased attendance and more corporate sponsors. In March of 2012 the ARCA Series made its first appearance at MIS playing to a packed house. Among the historic first starting field was the Moose, Thomas Praytor. 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.