

DENNY'S AUTOBODY RACING

1993 Ford Mustang 5.0

*Gaining popularity in publications and on the track!
Finished 8th in Points in NMRA in 2006!*



2007 SEASON SPONSORSHIP PORTFOLIO

Denny's Autobody Racing
1610 Walnut Hill Road
Shapleigh, Maine 04076

Tel: 1-207-490-1655
Email: dennis@dennysautobody.com
Web: www.dennysautobody.com

DENNY'S AUTOBODY RACING

DENNY'S AUTOBODY RACING TEAM

The Denny's Autobody Racing Team is a family oriented racing team that is committed to competitive drag racing on a national level. Year after year we have place ourselves in the top echelon of a very competitive class. Our dedication and spirit has been the key to our success and we expect nothing less for the 2007 season. Our goal is to win the 2007 NMRA Championship and to race competitively at other national events.

Owners: Dennis Merrow
1610 Walnut Hill Rd
Shapleigh, Me 04076
(207) 490-1655
email: dennis@dennysautobody.com

Coverage: Photos, interviews and mentions in print video and TV including:

- Muscle Mustang & Fast Fords Magazine
- 5.0 Magazine
- Super Ford Magazine
- Popular Hot Rodding Television
- Race Pages Magazine
- Speed channel
- ESPN 2

Attachment: 'Racing Stats and Exposure' contains snapshots from some of these publications.

UNLIMITED TEAM RESOURCES

Denny's Autobody Racing Team utilizes some of the best resources and specialists in our league.



We are teamed up with top engine builder, Jim Kuntz of Kuntz & Company, *MARS 2002 Engine Builder of the Year*.

Eric Laferriere of LaFerriere Racing, provides expert tuning to ensure our top performance.



In 2005 Denny's Autobody Racing invested in an in-house Dynocom Chassis Dynamometer for unlimited performance testing.



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2007 SPONSORSHIP OPPORTUNITIES

Our continued and growing success had brought significant name recognition to the Denny's Autobody Racing Team among Mustang enthusiasts across the country. In 2006 we have received exposure in national TV programs, nationally distributed magazines and publications as well as our growing popularity on the web and at the track. As we continue toward our goal to win the 2007 NMRA Championship, we recognize the importance of our sponsors.

Sponsorship is a crucial element in competing on a national level. Enormous resources are required to build and maintain a competitive team and commit to the grueling travel schedule that traverses a great part of the country.

In the 2006 season Denny's Autobody Racing Team incurred expenses averaging \$2,500 *per race* for travel and lodging. In 2007, we are projecting travel expenses to exceed \$20,000 to attend 8 scheduled NMRA Races and the World Ford Challenge.

It is our goal to obtain sponsorship to assist us with our 2007 competition travel expenses.



Gaining popularity in publications and on the track!

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DENNY'S AUTOBODY RACING

Return On Investment

The Denny's Autobody Racing Team is sincerely committed to helping our sponsors realize a return on their investment. Sponsorship of Denny's Autobody Racing Team presents growing advertising and exposure opportunities as our success continues to bring growing recognition to our Team:

▶ NATIONAL TELEVISION COVERAGE

Each season of the NMRA series enjoys national television coverage via programs such as:

- Popular Hot Roding TV
- My Classic Car
- Speed Network, and other automotive programs.

▶ EXPOSURE IN NATIONALLY DISTRIBUTED MAGAZINES

- Muscle Mustangs & Fast Fords
- 5.0 Magazine
- Mustang Weekly
- StangNet
- Mustang Works On-line Magazine
- Race Pages Magazine, and countless other Mustang enthusiast related sites.

▶ INTERNET ADVERTISEMENT

Sponsors are given banner or link advertising through the Denny's Autobody Racing Team web page. Our website serves hundreds of unique visitors each week, both nationally and internationally.

▶ DISTRIBUTION OF SPONSOR LITERATURE

Sponsor literature is distributed to large audiences at the national events.



29' Traveling Billboard Logging Over 30,000 Highway Miles Per Season
Covering territories including Maine to Florida, Kansas City, Ohio and more!
(full sponsorship required for full trailer graphics as displayed in example above)

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DENNY'S AUTOBODY RACING

RACING STATS AND EXPOSURE

1993 Ford Mustang 5.0

#6129 Factory Stock

#9 in 2005

#4 in 2006

This car has been in Race pages Magazine several times.

We have been featured on Mainely Motorsports TV.

We have been seen on several websites including:
nmracing.com, funfordweekend.com, stangcrazy.com, and mhraracing.com.

QUALIFYING SPOT AND TIME RECORDS

2006 NMRA

Bradenton	#5 qualifier	12.0 @ 110	Semis
Maple Grove	#3 qualifier	11.81 @ 117 (mph record)	Semis
Chicago	#3 qualifier	11.72 @ 115	Runner Up
Atco	#2 qualifier	11.61 @ 116	Semis

OSDA, New England Series 1/8 Mile

Oxford	#1 qualifier	7.42 @ 93 (record)	Winner
Atco	#1 qualifier	7.44 @ 94	Winner
Wilwood	#1 qualifier	7.32 @ 94 (record)	Winner
Oxford	#1 qualifier	7.33 @ 93	Winner
New York	#1 qualifier	7.40 @ 94	Winner
Dunstan	#1 qualifier	7.20 @ 96 (record)	Winner
New York	#1 qualifier	7.21 @ 96	Winner
Wilwood	#1 qualifier	7.20 @ 95	Winner

2006 MHRA

Showdown	#1 qualifier	11.50 @ 117	Semi (broke)
Tasca	#2 qualifier	11.42 @ 115	Runner Up

MHRA mustang heads up racing assoc.

May 25, 2002	#1 qualifier	12.3 @ 108	Winner
July 20, 2002	#1 qualifier	12.3 @ 108	Winner
August 31, 2002	#1 qualifier	12.3 @ 108	Winner
April 20, 2003	#2 qualifier	12.5 @ 107	Winner
Sept. 31, 2003	#1 qualifier	12.2 @ 110	Broke

DENNY'S AUTOBODY RACING

QUALIFYING SPOT AND TIME RECORDS

(Con't)

Tasca Ford shootout

Sept. 5, 2002	#1 qualifier	12.4 @ 108	Winner
Oct. 3, 2003	#1 qualifier	12.1 @ 110	Broke
Oct. 2, 2004	#1 qualifier	11.9 @ 113	Winner

2004 NMRA

March 12, 2004	#6 qualifier	12.38 @ 108	
April 30, 2004	#5 qualifier	12.31 @ 108	
June 4, 2004	#2 qualifier	12.14 @ 111	
Sept. 10, 2004	#7 qualifier	12.08 @ 114	

Fords @ English Town

Oct. 17, 2004	#2 qualifier	11.65 @ 111	Runner up
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Fun Ford Weekend

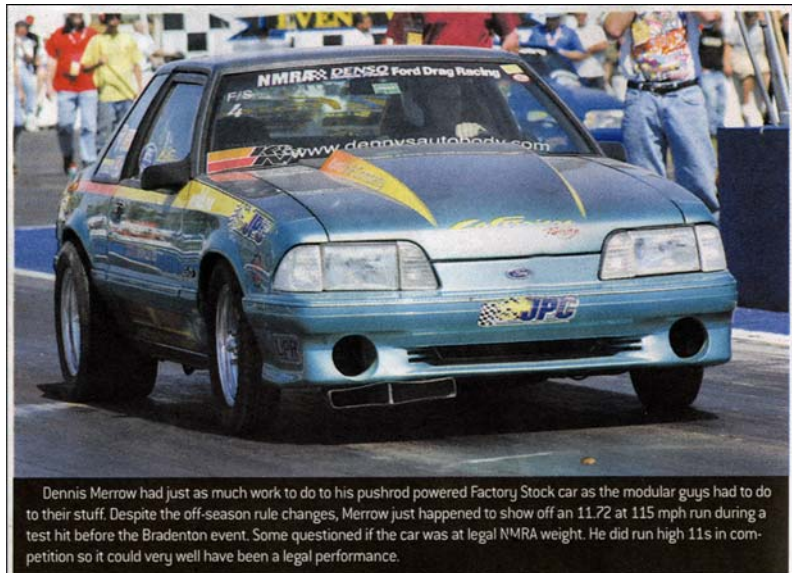
Aug. 24, 2004	#1 qualifier	12.3 @ 90	Street Stang Street Tires
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6 > DENNIS MERROW

Dennis Merrow has shown lots of potential in qualifying and has made it to a few finals in the past two seasons. He has the fastest pushrod car (118 mph), but has yet to be able to put it all together for eliminations. His reaction times combined with a powerful pushrod mill make Merrow a threat and definitely not someone to take lightly.

Publication:
RACEPAGES
January 2007
Page 26



Dennis Merrow had just as much work to do to his pushrod powered Factory Stock car as the modular guys had to do to their stuff. Despite the off-season rule changes, Merrow just happened to show off an 11.72 at 115 mph run during a test hit before the Bradenton event. Some questioned if the car was at legal NMRA weight. He did run high 11s in competition so it could very well have been a legal performance.

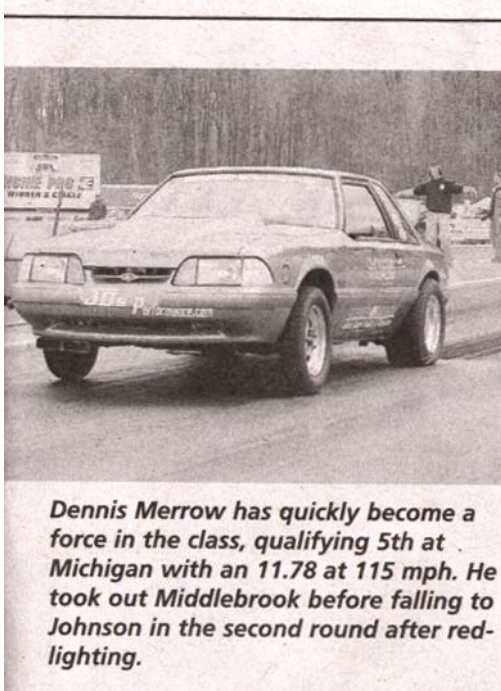
Publication:
RACEPAGES
August 2006, Page 24

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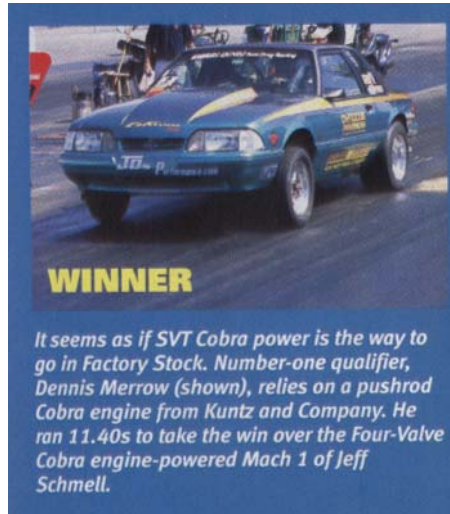
DENNY'S AUTOBODY RACING

RACING STATS AND EXPOSURE (con't)



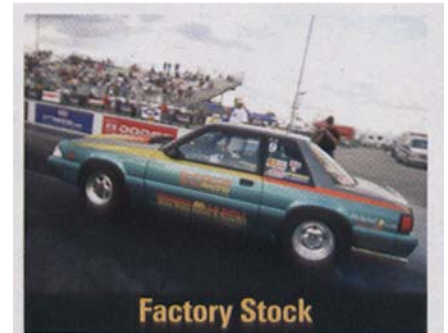
Dennis Merrow has quickly become a force in the class, qualifying 5th at Michigan with an 11.78 at 115 mph. He took out Middlebrook before falling to Johnson in the second round after red-lighting.

Publication:
NMRA Race Pages
October 2005, Vol. 07 Issue 10
Pages 58-61



It seems as if SVT Cobra power is the way to go in Factory Stock. Number-one qualifier, Dennis Merrow (shown), relies on a pushrod Cobra engine from Kuntz and Company. He ran 11.40s to take the win over the Four-Valve Cobra engine-powered Mach 1 of Jeff Schmill.

Publication:
Muscle Mustangs & Fast Fords
October 2005, Vol. 18 Issue 10
Page 83



▲ Dennis Merrow's Fox coupe is just one of a couple pushrod entries able to keep up with the Four-Valve models in Factory Stock-style Mustang racing these days. At WFC8, Dennis proved he could not only keep up with, but outrun one of the top Four-Valve racers in Jeffrey Schmill. With a Kuntz and Company-built, LaFerriere Racing-EPEC-tuned 308 short-block on board, Dennis also runs a Cobra intake, GT-40 heads, and a Liberty Pro-shifted T5. Dennis had a problem with hitting the rev limiter, but he solved it by simply raising it. Doing so enabled him to run an 11.43 to land top qualifier and take the Factory Stock victory as well.

Publication:
5.0 Mustangs & Super Fords
November 2005
Page 80



Dennis Merrow has been in the elevens and running strong the past two races, including an 11.85 at 115 mph in Reynolds, despite little testing. With a little more testing time Merrow should be battling with the rest of the guys at the top.

Publication:
NMRA Race Pages
September 2005, Vol. 07 Issue 09
Pages 60-61

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BATTLING THE Four-Valve fliers was Dennis Merrow of Massachusetts. Using Kuntz and Company power under the hood, Merrow's coupe is the quickest and fastest car with a pushrod engine in the Factory Stock eliminator. In good weather the car has run in the 11.50s, but the insane heat at Maple Grove kept it in the 11.70-11.80 range. An 11.85 at 110.66 mph was good for runner-up in the finals.

WINNER Hot off its World Ford Challenge victory, the School of Automotive Machinists (SAM Racing) captured its first NMRA Hot Street event win. Using a 396ci engine with Edelbrock Victor-Glidden cylinder heads, the students and teacher built a winning engine combination. Pat Topolinski, one of the teachers at SAM, handles the driving chores and keeps the racing program running with help from the students. He beat Charlie Booze Jr. in the finals, 9.08 at 145.52 mph to Booze's 9.16 at 149.71 mph.

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Publication:
Muscle Mustangs & Fast Fords
 December 2005, Vol. 18 Issue 12
 Pages 171-174

SPEC
 Clutches & Flywheels
 www.specclutch.com
 800-828-4379

Mike Bowen
 Winner MM&FF Shootout
 See the Story - MM&FF
 August 2005 pg62

Dennis Merrow
 WFC-8 Factory Stock Champ
 Record Breaking Pass -
 11.39 @116.77 mph!

Mak Performance
 ProCharger Mustang

New Stage 2+:
 Near Stage 3
 torque levels with
 Stage 2 drivability

78 5.0 NOVEMBER 2005

Publication:
5.0 Mustangs & Super Fords
 November 2005
 Advertisement, Page 78

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▲ So far this season, Denny Merrow had been in the mix but hadn't made a final round. At Joliet, he didn't charge out of the gate ready to dominate, but he put himself in a position to succeed with his 11.80/114 number-three qualifying pass, which put him on the side of the ladder with the other modular car driven by Jeff Schmell. While those two would meet in the semis with Denny pulling out the win, he impressed in the early rounds by running just well enough to win. Of course, that streak ended when he faced Shawn Johnson in the finals. Their reaction times were similar, but Denny ran into trouble and Shawn did what he usually does.



Dennis Merrow has run strong all year, and Atco was no exception. He fell to Schmell in the second round but ran a low ET of 11.624 at 116.48 to qualify fourth in the field.

Publication:
5.0 Mustangs & Super Fords
January 2007
Page 74

Publication:
RACEPAGES
January 2007
Page 102

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2005 SUMMARY OF EVENTS

NMRA

MARCH 10	#5 QUALIFIER	11.85 @ 109	SEMI'S
APRIL 8	#5 QUALIFIER	11.85 @ 113	SEMI'S
APRIL 29	#5 QUALIFIER	11.78 @ 116	RUNNER UP
JUNE 10	#3 QUALIFIER	11.85 @ 112	RUNNER UP
JULY 29	#4 QUALIFIER	11.87 @ 113	SEMI'S
AUGUST 12	#3 QUALIFIER	11.71 @ 117	SEMI'S
SEPTEMBER 2	#3 QUALIFIER	11.82 @ 116	SEMI'S

WORLD FORD CHALLENGE 8

MAY 12	#1 QUALIFIER	11.43 @ 116	WINNER
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SET NATIONAL RECORD OF 11.39 @ 116 IN ELIMINATIONS

MHRA

JUNE 18	#1 QUALIFIER	11.62 @ 116	WINNER
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TASCA FORD SHOOT-OUT

SEPTEMBER 30	#1 QUALIFIER	11.80 @ 118	WINNER
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WE ARE CURRENTLY 3RD IN POINTS IN NMRA.



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