

What's Really "Stock" in a Stock Car

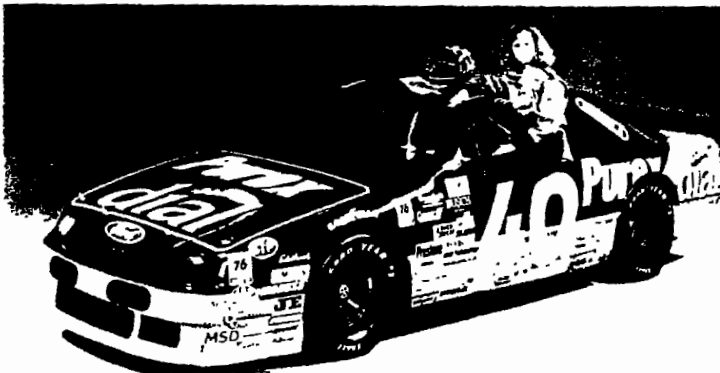
Gone are the days of backyard garages and cars held together with spit and wire. Stock car racing today is big business. Many teams will have a budget of over \$1,000,000 per year. Big modern garages with the latest technology and instrumentation are the norm. Today's stock cars typically get a hood and trunk lid from "Detroit". The remainder of the car is handbuilt, piece by piece. Many teams have an entire fleet of cars that look the same. But each car has specialized modifications for the track it will run on. For example, fenders are handmade to get the best aerodynamics for a given track. Brakes can range from nominal on an oval track to huge on a road course track. Only seconds separate winners and losers.

A good example of today's teams are driver Patty Moise and Doug Taylor Motorsports, Inc. of Denver, North Carolina. Patty broke the world speed record in stock racing in January, 1990, hitting 217.498 mph at Talladega, Alabama. She was the first woman in oval track history to win a super-speedway pole (April, 1988—Talladega), the



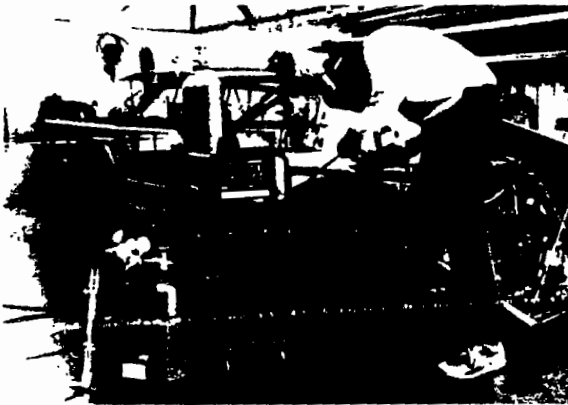
The Douglas Taylor transport.

Building on his father's racing knowledge and developing his own expertise, Doug Taylor amassed a leading driving record on dirt and asphalt ovals of the NASCAR Winston



Record holding driver Patty Moise poses with confidence in the Doug Taylor Motorsports, Inc. stock car.

fastest qualifier two successive years in the ARCA 200 (Daytona, 1989, 1990), and the top women driver in several other major races.



Adding a cross beam support to Patty's Moise's car.



Lincoln Electric is proud of its contribution to stock car and Indy racing.

West Tour from 1977 to 1986. During this time, Taylor Racing was formed to build and supply racing chassis and late model stock auto parts for race teams including Patty Moise and the Dial Purex Armour Racing Team.

Taylor's well-lighted, whistle-clean garage gives you the immediate impression of professionalism as you walk in. Modern electronics, tools and equipment are well placed around their shop. They use a variety of Lincoln Electric MIG welding units as well as Harris oxy/fuel gas welding and cutting outfits.

Top Team

One of the country's top oval burners is Driver Todd Bodine and the Butch Mock Motorsports team with principal sponsor Factory Stores of America™. Young and coming Todd Bodine started driving northeast modifieds in 1983, changed to model stocks in 1986, and ran in the Sportsman Division in 1989 and 1990. He has three full

seasons of Busch Grand National racing, posting seven victories. Bodine started his Winston Cup racing career with Butch Mock Motorsports in 1993. He finished with 20 points in 1994.



Welding on car 75 driven by Todd Bodine, sponsored by Factory Stores.

Butch Mock cut his first treads on Florida short tracks in the late 1960's and was the Florida short track champion in 1972. Then changed to being a Winston Cup car owner. Mock formed his own team, Butch Mock Motorsports in 1993, starting his second full season with Todd Bodine on the pedal of car number 75 and Troy Selberg as Crew Chief. A combination that has been one of the most successful racing teams in the past few years. Butch Mock has co-owned or owned a NASCAR team for 17 years, earning over \$4.5 million. His 23,000 sq.ft. facility, new October, 1994 in Mooresville, North Carolina, has bright open spaces and is well maintained.

Butch Mock Motorsports has the tools to compete. A clean, safety-minded facility, top-notch mechanics and technicians, electronic diagnostics, winches, lifts, and the welding and cutting equipment to handle any design, repair, or pro-



Super Truck owner driver Wayne Lowery depends on Lincoln equipment to keep it all together

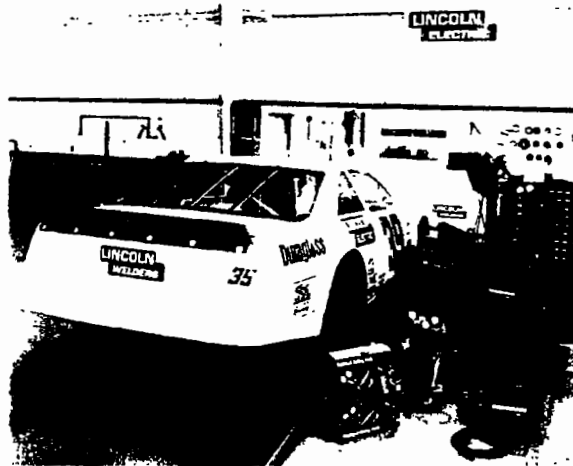
duction need. A good number of Lincoln MIG units, a Square Wave TIG 355 with a Magnum® water cooler, a Pro-Cut™ 40 plasma cutter, and Harris oxy/fuel welding and cutting outfits handle every cutting and welding fabrication and repair requirement.

Super Trucks

New on the circuit last year were Super Trucks with the ability to match standard stock car speeds. They use the same frame and chassis as a stock car but their profile is two inches higher. Because the aerodynamics suffer, Super Trucks are allowed carburetor refinements to develop greater horsepower than stock cars. Super Truck 04, owned and driven by Wayne Lowery, Hickory, North Carolina, is a prime example of the new type of racing vehicle. There are numerous safety features—roll bars, reinforcements, supports—to protect the driver. Many of the components were welded in place with a variety of Lincoln Electric MIG welding units along with help from Harris oxy/fuel equipment.

Big White 39

Driver/owner Leon Fox tracks number 39 with speed and agility around the circuit. His Foxco Racing company also uses innovative designs and technology to help stay ahead of the pack. In Foxco's well maintained facility are a vast



Foxco Racing, with owner/driver Leon Fox, is fully equipped in a clean, well-organized shop.

array of tools of the trade. For fabrication and repairs, Foxco employs a variety of Lincoln MIG welding units and Harris welding and cutting outfits—all backed with a high-technology Square Wave TIG 355.

Through all these leading stock racing team facilities there was heavy emphasis on maintaining a well organized, clean shop. Safety in racing at over 200 miles per hour is vital and safety starts well before the cars get to the track. Use the right tool for the job; make good, strong welds to protect the driver. Quality workmanship gets the checkered flag every time.