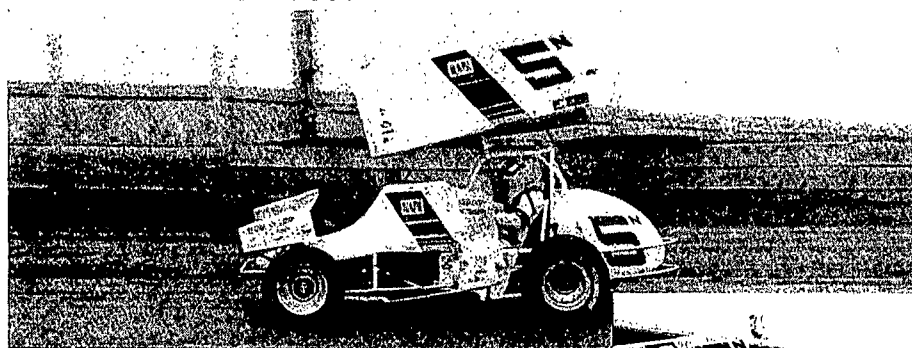


RACING WITH NAPA PARTS

NORRIS AND HIS NAPA-IDENTIFIED CAR AT REST. . .



. . . AND IN ACTION

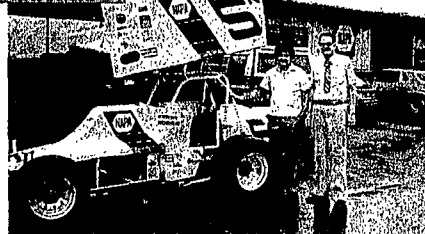


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oil filters, bearings,
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paint is NAPA!*

All-star sprint car driver Kerry Norris knows where to go for top quality parts and accessories — to Mart Auto Supply, NAPA Jobber Dan Porterfield's store in Columbus, Indiana.

Norris has been racing for 7 years and inherited his interest in the sport from his father, who owns a shop not far from Mart Auto Supply. And as Norris handles repair work by himself, he knows that the circuit can be rough on both the car and the mechanic. Accordingly, he wanted to find the best quality parts around.

So last summer, when he stopped by



Sprint car driver Kerry Norris with NAPA Jobber Dan Porterfield in front of Mart Auto Supply . . .

Mart Auto Supply to pick up some parts for his father, Norris approached Porterfield about using NAPA parts and sponsoring his car. Porterfield agreed, and it's proven to be a winning match.

Norris' car now houses NAPA oil filters, bearings, rings, gaskets, oil — even the paint is NAPA! And Dan Porterfield and NAPA are certainly gaining great exposure.

As Norris explains, "People recognize NAPA; they know what it is. And when a race goes well, everyone wants to know whose parts you're using. Well, my car advertises the parts I use — NAPA!"

GREAT PARTS FOR THE GREAT AMERICAN RACE



The vintage driving team (left to right): Ed Coonfield; Cliff Helfner; and Brad Craig, son of NAPA Jobber Don Craig.

Most people usually don't think of a 1940 Ford as a race car. But that's what a team of three men, including Brad Craig, son of NAPA Jobber Don Craig, Salida Auto Parts, Salida, Colorado, drove in the First Great American Race from Anaheim, California to Indianapolis, Indiana. (Salida Auto Parts is serviced by the NAPA Denver Distribution Center.)

Actually, the First Great American Race wasn't a "race," per se. Rather, the winner of the event was the car which averaged closest to 50 mph during the entire rally, which lasted from May 21 through May 28 and had scheduled overnight stops in Phoenix; El Paso, San Antonio, Oklahoma City and St. Louis.

To prepare the 1940 Ford (sponsored by Elmo Bevington, a local collector of antique vehicles), Craig and his crew used NAPA parts across the board, including engine, suspension and ignition parts as well as filters. Although no major engine changes were allowed (a preliminary inspection was held prior to the start of the race to ascertain that each car was as close to its original condition as possible), certain safety modifications were allowed, such as replacing mechanical brakes with hydraulic ones, the addition of turn signals, etc.

To prepare for any breakdowns en route, a back-up car carrying a large inventory of replacement parts accompanied the 1940 Ford throughout the rally.

However, Craig was happy to report, they didn't need the spare parts. The Ford experienced no mechanical difficulties and finished an impressive 14th among the 72 vintage vehicles originally entered.