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• DESTIN CAR CLUB • YOUR LAST MEAL

2012

motorfest

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MAGAZINE

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V8

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TURN THE QUIET UP

By Alabama Charlie

My pastor Toy Arnett's sermons remind me a lot of Eric Church's Music. Pastor Toy pastors at Faith Assembly church in Destin Florida nicknamed by town folks as the Rock & Roll church. Rena, Toy's wife believes that it's because church members have their foot on the rock and their names on the roll.

Toy's sermons always make me think about taking a new direction in life. Toy also fit's in phrases throughout the sermon that will make you roll with laughter in the aisles such as, this church is stuck with a fighting and dancing preacher, the good news is there's no bad news; if I saved you I would know where to put you, if you are looking for religion you might want to try the church down the street, I fell like the mouse that fell into the whiskey barrel, I think I can whip any fat cat and before Toy starts his preaching he always praises god with a jig dance. Let me assure you Pastor Toy could have out moon walked Michael Jackson.

Just like Toy, Eric Church's music always leaves me thinking about my changing direction and all that MotorFest Magazine has done for me in the last few months.

Here is Eric's lyrics to his last hit, I'll bet it makes you sway.

Turn the quiet up, turn the noise down -
Let this ol' world just spin around
I wanna feel it swing, wanna feel it sway -
And put some feel good in my soul

Continued on Page 64

INSIDEiNFO

F-35 LIGHTNING



V8 SALT SHAKER



HECKUVA HULGA



SOCAL TO SOUTHERN ROCK



ON THE COVER

BAD BOYS II'S FERRARI 575M MARANELLO

In this Issue photos of the Ferrari from the Motion Picture Bad Boys II.

For this issue "Everything had to be way over the top," says photo coordinator Roland Moriarty. The Ferrari 575 M has such a strong road presence, and combines supercar performance with genuine everyday practicality, that it was chosen by Motorfest Magazine as the ideal car for our January 2012 issue, a believable, yet extreme car with attitude.

The Ferrari 575M Maranello is a two-seat, two-door, grand tourer built by Ferrari. Launched in 2002, it is essentially an updated 550 Maranello featuring minor styling changes from Pininfarina.

Engine
Configuration: 65° V12 engine
Displacement: 5.7 L (5748cc)

Maximum power: 515 PS (379 kW;
508 hp) at 7,250 rpm

Maximum torque: 588.6 N·m
434.1 lb @ 5,250 rpm

Performance
Maximum speed: 203 mph
0 to 62 mph: 4.2 seconds

Figures for the semi-automatic gearbox

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OFF-ROADING LEGACY



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A WORD FROM THE EDITOR



HOTRODS OF THE FUTURE

By Frank Berte

Short answer: drivers with a steady pace win the race. When did things spiral so far out of control? 50\$ Won't fill your tank, candy bars are 2 for 3\$ and dinner and a movie will run you 100 beans. Like a high speed left curve, this era of global economic fluctuation is upon us. Saab closed its doors and in much the same way a butterfly flaps its wings in Brazil and a cruise ship runs aground in Italy.

It seems, to this casual observer, that business here in the western hemisphere has grown exponentially refined. With all of our collective electronics we have found a way to squirrel out the last 2% of profitability where ever we can find it. Reduced

staff and increased "responsibility" does battle with the improbable world markets daily. It seems we have become so accurately organized and predictable we may have forgotten Murphy's Law. The collective effect of all this consistency comes at a price.

Oh yes and what of us motorfestered, octane lovers? Well for one, your days of 5000 bhp jet boat rides are numbered, seize the gas pump. Darwin once said adapt or die. As an American I predict one when we are all driving atomic powered unicycles they will come in over 250 styles, meter and degree of refinement. A large percentage of us would need to modify them, either because of

too much money or not enough. Someday soon when our distilled dinosaur supply runs out, it's only a matter of time before teens strap extra batteries to your beat up old Prius. Kids and science grow dreams.

The upshot of all this is the new development and technology will bring our world to a more sustainable place. With any luck our country's kids will become particle theorist. And what of the internal combustion engine? Speed is a beautiful thing, but it's only one aspect of driving, biking, boating or flying. When engines rev that rumble & rattle is an important part of the experience, so don't go selling the El Camino just yet. 🚗



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MOTORING ALONG THE GULF

In 2011, MotorFest celebrated its fourth annual event based here in Destin. This year, we experienced steady growth, across the board, in the number of events, participants and attendees.

The MotorFest month-long program has become a halo brand for 10 individual events, celebrating the world of fine motors. From supercars and luxury automobiles to racing bikes and motorcycles to watercraft and aircraft, MotorFest features the world's finest motors placed on display at exclusive venues along the white sand beaches of the Emerald Coast.

In 2011, MotorFest was the largest motorsports festival in Florida, drawing more than 17,389 attendees among 10 premier events.



2011 MOTORFEST EVENT RECAP

NORTHWEST FLORIDA'S LARGEST MOTOR EVENT



The MotorFest brand is growing in name recognition and reputation among motor enthusiasts. The Destin Car Show, the signature event for the month-long celebration, welcomed more than 2,898 attendees and 149 registered cars. Hosted at Emerald Grande and Harbor Walk Village, the event drew national attention and positive returns for area businesses.

Participants and attendees traveled from around the country, converging on the Emerald Coast to participate in MotorFest events. Of the 149 cars registered for the Destin Car Show and MotorFest Rally, 69% were from outside the area. Only 46 featured cars were from Okaloosa County. The other 106 car owners came from national and international markets, including Georgia, North

Carolina, Alabama, Kentucky, Illinois, Mississippi, New Orleans, Tennessee, Germany and California.

The MotorFest web site: motorfestmagazine.com, prominently featured on the Emerald Coast CVB web site, encourages attendees to stay overnight in Destin in order to be centrally located for all events. Day trips were promoted to regional events, including the 15th Annual Rare Air VW Show in Pensacola, the Playground Corvette Car Show in Sandestin and the Navarre Beach Classic Car Show in Navarre.

"We came to Destin for a fall vacation and attended the Porsche club car show at the Emerald Grande Saturday October 15th; it was a fantastic event with incredible cars at a great setting. We were planning on

heading back to Chicago mid-week but after reading MotorFest Magazine we decided to stay...

It's nice being retired with no real set schedule! We booked another hotel on the water at Harbor Inn through the weekend for our extended stay. The happy hour specials at the Marina Cafe & fish bar were great! We went 3 days in a row. We attended another MotorFest event – the Corvette Club show at San Destin that we read about in the event program magazine that happened the same time as the Beer Fest. We look forward to coming back and will probably make it an October trip. The weather was perfect and the restaurants were not too crowded. Thank you Destin for a wonderful week."

– Jim and Kathie, Lansing, Illinois.

MOTORING

HOW TO: ENJOY MOTORFEST LOOKING GOOD\FEELING GOOD\HOLLYWOOD

LIGHTS CAMERA ACTION

What makes a cool magazine?
A whole host of items actually,
depending on what you're looking for.

Motorfest Magazine is interested in
the definitive elements of what makes
a vehicle cool. Sometimes it's that
elusive little something — the angles,
the hunkered down detail of the rear;
the air of grace with which a particular

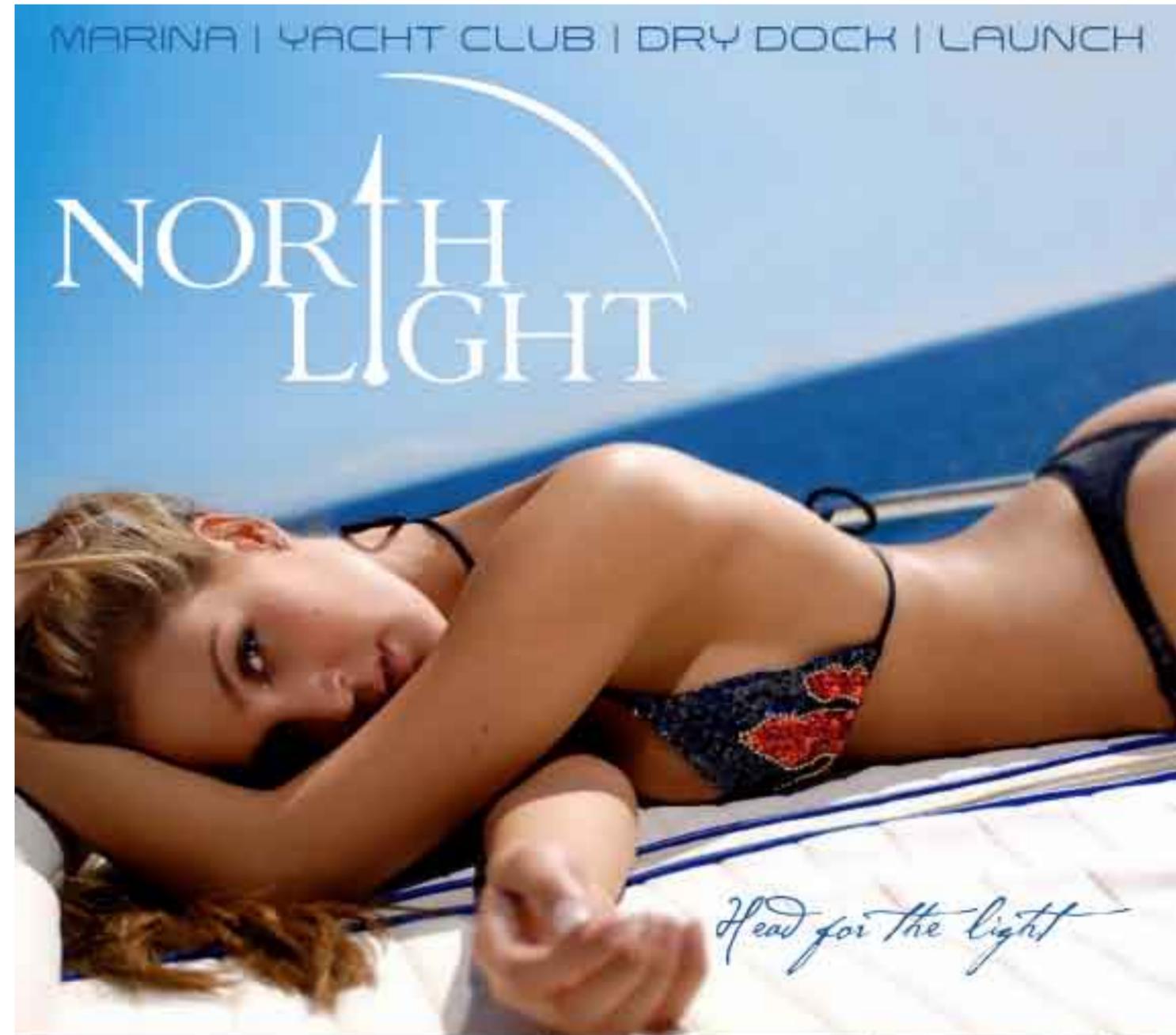
car corners — that will make us sit up
and take note of a car chosen from
the masses of steel on our roads &
tracks. At times, it'll just be cool stripes.

We nurture all things "cool". It was so
very cool to have Hollywood Movie
Stars Holly Lynch (front cover) and
Brian Ames (Burning Up the Bayou)
to work with on this, our January
issue. But the true stars of this issue's
F-35 shoot were the men and women

wearing the uniform of the United
States of America, fighting for our
freedom & risking their lives on Eglin
Air Force base. We find value from
them, it's all about the community.

We hope you have as much fun flip-
ping through our first issue of 2012, as
we had making it. As captivating as it
may be, there is yet more to come!

Just one more thing ... Go Air Force! 🚗



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50TH ANNIVERSARY
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To honor its 50th anniversary, Shelby American™ is unleashing the Shelby GTS, GT350®. Only 50 white & 50 black of each will be manufactured, making it an instant collector's item. As the most powerful Shelby ever built, the GT500 Super Snake is available in 650, 750 or 800 hp configuration as a coupe or convertible.

Based on the Ford Shelby GT500, the car is enhanced at the Shelby American facility with more powerful brakes, better handling and

updated styling cues to match the high horsepower motor.

In 2010, Shelby American returned the storied GT350 name plate to the road. Based on the Ford Mustang 5.0 GT, the car is turned into a high performance muscle car by the Shelby American team. From the LeMans style racing stripes to the 430, 525 or 624 horsepower engine, big brakes and razor sharp suspension, this Shelby is a worthy descendent of the pony car that cemented the Shelby legend.

The car is available as a coupe or convertible with the supercharged engine only with a manual transmission. The black version with gold stripes is a one-year anniversary option. The post title package begins at \$59,995, not including the base Ford 5.0 Mustang GT.

The Shelby GTS post-title package can be based on either the V6 or 5.0 Ford Mustang. Starting at only \$19,995 for the V6 post-title package (\$24,995 for the V8), the Shelby features upgraded brakes,

suspension, tune and appearance. From the 800 horsepower Shelby Super Snake to the agile GT350 and nimble GTS, each 50th anniversary Shelby is built to run. A fifty-year anniversary only comes around once in life. These limited edition Shelbys will mark that milestone for a select few who have a chance to own a piece of history.

Visit shelby50th.com for more information about the 50th Anniversary Edition 2012 Shelby American.

2012 FIAT 500 ABARTH



MAMA MIA MINI

By now, you've probably seen the "Seduction" commercial – the one where a cubicle clone has a close encounter with an Italian model, only to discover that she is, in fact, a small sporty euro car.

Like little boys & toys, many guys think of their vehicles as the coolest plaything around, and some go to extremes to take care of them. But how does that obsession (or neglect) tell about the man himself? Playthings can be seen as extensions of the way one may treat himself and others.

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MOTORFEST NEWS

A close look at the Fiat 500 Abarth, tells you its owner's an Italian lover. Faithful to the "small but wicked" saying coined for Karl Abarth's cars back in the 1960s, the new Abarth arrives to America with the racing traditions that have made it a success on Europe's roadways and racetracks: world-class performance, precision, purposeful & aggressive styling, high power-to-weight ratio and limited-production volume. Italian performance at an attainable price.

With its lightweight, track-tuned handling the Abarth brings to life the legendary racing heritage of the brand and becomes the "it" car for everyday performance driving.

With a MultiAir® Turbo engine, Abarth-tuned suspension, brake systems & race-inspired design not traditionally included on a small car, the new Abarth unleashes the brand's legendary performance heritage to your street. 🚗



**2012
FIAT 500
ABARTH**

LOOKING HOT IN YOUR NOTROD

By Brooke Calipers

So you might not have your dream car yet, who cares? It takes time to acquire these kind of things. In the meantime, here are a few tips for looking hot in your not hot rod.

- 1) Don't challenge a real hotrod in your notrod. Total fail, period.
- 2) Don't play your music too loud. Women will be immediately turned off in your attempt to exhibit your beats three lanes over.

3) Keep your vehicle clean and smelling fresh. The last thing a woman wants to do is climb into a rolling dumpster.

4) Refrain from chowing down while driving. It's a mess just waiting to happen and chances are that foxy brunette in the next car over is going to look away disgusted after a bite of that burger left a pickle hanging from your chin and a beard of condiments.

5) Get confident! There are plenty of dweebs that have awesome cars and still can't pull it off. You can look good in anything if you have the right swagger. So roll down your window and let it flow and show.



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KNOW BEFORE YOU FLY

THE FAA RIASES THE BAR
THE BARR PROGRAM

WASHINGTON – The Federal Aviation Administration (FAA) announced today that, effective immediately, general aviation or on-demand charter aircraft owners or operators seeking to keep their aircraft's registration number from being displayed over public data systems during flight no longer need to submit a Certified Security Concern to the FAA.

As a result of language in the fiscal year 2012 appropriations bill, the FAA is withdrawing its June 3, 2011 policy (76 Fed. Reg. 32,258-32,265) of requiring aircraft owners or operators to submit a Certified Security Concern in order to have their aircraft tail number blocked from view on the FAA's Aircraft Situation Display to Industry (ASDI)

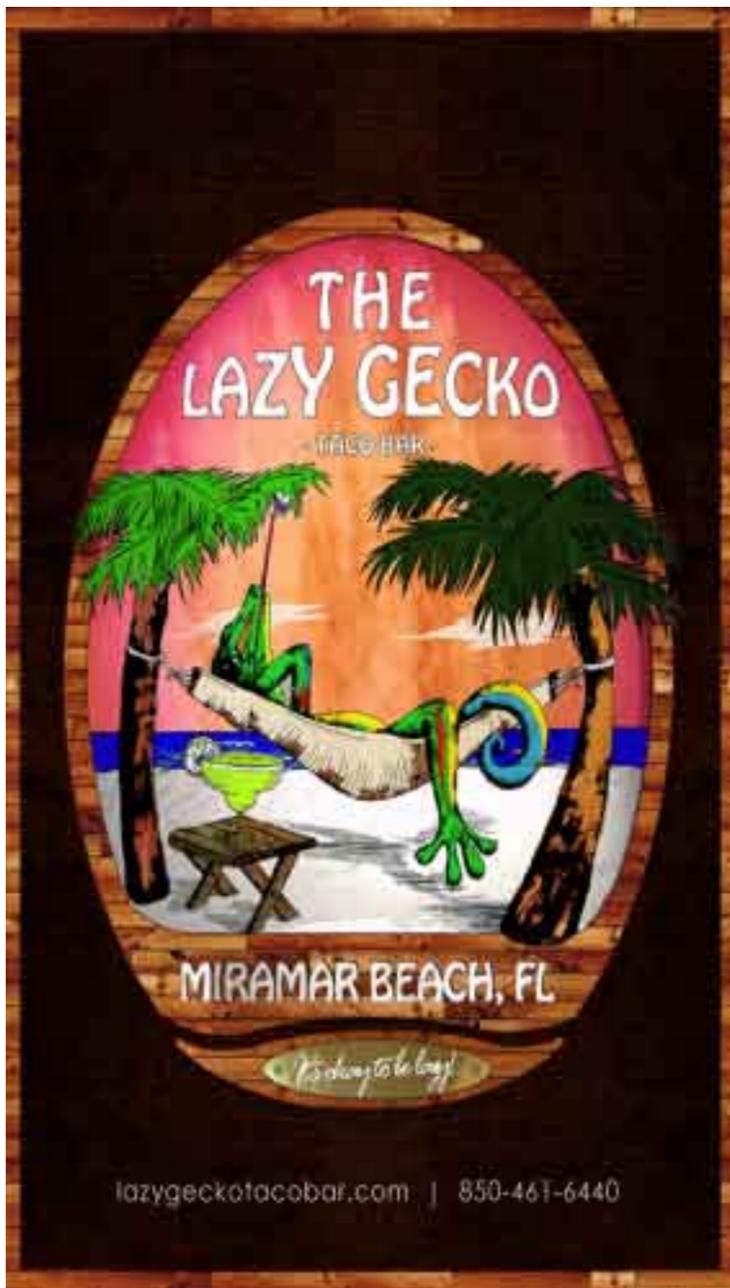
or National Airspace System Status Information (NASSI). Owners and operators seeking to have their aircraft tail number blocked from these data feeds can now submit a blocking request directly to the FAA without stating a reason for the request. The FAA has already begun receiving requests under the new appropriations language and is processing them.

This change will be reflected in the FAA's interim policy which will be posted to the FAA Docket and published in the Federal Register as soon as possible. The FAA is developing a permanent policy that will be posted in the Federal Register for public comment early next year. 🚗

BURNING UP THE BAYOU

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NORTH BAY FUN RUN
JUNE 23RD 2012

NORTHLIGHT MARINA	8:00 AM
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SCULLY'S ON THE BAYOU	5:00 PM
NORTHLIGHT MARINA	9:00 PM



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F35 LIGHTNING STRIKES TWICE

THE F-35 JOINT STRIKE FIGHTER

By The Libertine

By the time you read this, I will be just shy of fifty years old. When I was ten years old, I went to an airshow, where I saw fly-overs by the now venerable F-16 Falcon, AV-8B Harrier, and A-10 Warthog. These aircraft, along with F/A -18 have ruled the skies of this planet for the last 30

to 40 years. Imagine being tasked with designing a single replacement for these legendary weapon systems. This is the assignment for the Joint Strike Fighter program. Talk about big shoes to fill! The result was the F-35 Lightning II.

SMOOTH OPERATOR

F-35 THE 5TH GENERATION FIGHTER

A 5th generation fighter has advanced stealth, exceptional agility and maneuverability, sensor and information fusion, network-enabled operations and advanced sustainment. Advantages of 5th generation technology include greater survivability, situational awareness, and effectiveness for war fighters, as well as enhanced readiness and lower support costs. The F-35 is a genuine 5th generation fighter, with stealth designed as part of the aircraft from the beginning.



MOVING 360 DEGREES AROUND AN F-35 ONE WORD COMES TO MIND "SEAMLESS" POSSESSING THE RADAR SIGNATURE OF A GOLF BALL, VIRTUALLY THE ONLY SEAM TO BE FOUND IS ALONG THE ENGINE'S REAR EDGE.



BIG SHOES TO FILL

The F-35 is a family of single seat, fifth generation strike fighters with stealth capability. It was designed and built primarily by Lockheed Martin, along with nine international partners. The three main variants (F-35A,B, and C) are designed to replace the F-16, AV-8B, and the F/A-18. The F-35A is designed for conventional take off and landing (CTOL), the F-35 B is designed for short take off/vertical landing (STOVL), and the F-35 C is designed for carrier take off and landing. It has a reported maximum speed in excess of Mach 1.6, a service ceiling of 60,000 feet, and a maximum range (on internal fuel) of 1200 nautical miles. It is armed with an internal four barrel, 25mm gatling gun; along with both internal and external pylons capable of mounting a variety of munitions. This includes air to air missiles, air to ground missiles and a variety of both conventional and laser-guided bombs. It is powered by a single Pratt and Whitney F135 jet engine, the most powerful engine installed in a fighter jet; with a maximum thrust of over 50,000 pounds. The STOVL version also uses the Rolls Royce Lift System; which includes a ducted lift fan in the front of the aircraft, and a thrust vectoring nozzle in the rear.

SNEAKY BASTARD

As previously mentioned, the F-35 is referred to as a "fifth generation" stealth fighter. This was accomplished several ways. First, its shape was designed for low observability. It also utilizes stealthy materials in its construction including structural fiber mat

instead of the more high maintenance coatings of previous aircraft. Also, for most missions, both the fuel and munitions will be carried internally; though there are accommodations for external mounting of munitions and fuel pods, if the mission warrants it. Its radar cross section is comparable to a golf ball; which is larger than its larger brother, the F-22's marble. This is due mainly from compromises in design. But, in addition to being stealthy to radar, the F-35 is stealthy to infrared and visual methods. I really want to see the radar that can lock onto a

flying golf ball from 5 miles away... Especially over Destin.

FLYING IPHONE FROM HELL

As a certified techno-geek, I had high hopes that the F-35 would sport true 21st century electronics, and I was not disappointed. The primary sensor for the aircraft is the AN/APG-81 AESA radar from Northrup Grumman. In addition, it is equipped with an Electro-Optical Targeting System (EOTS) mounted under the nose. There are also passive infrared sensors mounted all around the aircraft which primarily act for missile and aircraft detection. All of the aircraft's sensors are networked together and provide a 360 degree, continuous detection sphere around the aircraft. The F-35 is also MADL (Multifunction Advanced Data Link) capable, so it can share its sensor data securely with other aircraft, or with command. The cockpit features a full width panoramic cockpit display, where all instrument data is displayed on a large touch screen. A helmet mounted display has replaced the traditional HUD (head up display) in the F-35. All instrument and sensor data is displayed to the pilot on his face shield to



A FIGHTER FOR ALL SEASONS

THE F16 & A10 REMIX

The F-35A is primarily intended to replace the F-16 Fighting Falcon & the A-10 Thunderbolt II, but does far more than just replace these legacy platforms. The F-35A integrates new technologies, meets new lethality, and maintains affordability. The F-35A has an internal weapons bay that can be configured for all air-to-ground ordnance, air-to-air ordnance, or both. If stealth is not required, the F-35A has external pylons that can be loaded with additional ordnance to give the aircraft a weapons payload of more than 18,000 pounds.

THE FIRST F-35A WAS DELIVERED TO EGLIN AFB JULY 14, 2011. THE "A" YOU SEE ABOVE WAS A LATER AUGUST ARRIVAL.



F-35B DISPLAYS VERTICAL LANDING, NEAR-VERTICAL TAKE-OFF FLAPS

allow the pilot to continually track potential targets all around him/her. There are also cameras mounted at strategic points around the aircraft which feed into the helmet display. This allows the pilot to virtually see all around the aircraft as if the cockpit was not there. This means the pilot can turn his/her head and see directly beneath the aircraft, or look directly behind without turning the head. Its electronic warfare system is designed to detect enemy aircraft first, and allow the electro-optical system to scan them, and action or evasion taken before it is detected. It has been shown to effectively detect and jam F-22 radar.



SON OF OUR 217 MPH 928 DRIVER CREATES F-35 FUEL SYSTEM

By Taylor Faucet

HIGHWAY TO THE DANGERZONE



HOLLY LYNCH ON THE F-35

What was your first impression of the F-35?

It's pretty impressive. I've never seen anything like it. Every little detail is so complex and precise. It's amazing to see all the advances we've made in technology. Simply unbelievable.

What's the difference between being on a Hollywood shoot verses being on location shooting with the F-35?

Well , I can honestly say I can't compare any shoot to this one with the F-35. This was a first for me and was also great a learning experience.

Would you rather be an Actor or a Pilot?

I enjoy telling stories and being able to move people to feel something. I love to create and explore emotion... but I'm sure being a pilot for an F-35 has some pretty damn good stories to tell too.

Anything else you'd like to add?

I would like to thank all the men and women who are involved in trying to make this world a better place. You're truly selfless. Good luck in all your efforts.



STAFF SGT. NATHAN BURKHART 33RD FIGHTER WING: ONE OF ABOUT 40 CREW CHIEFS AT EGLIN'S F-35, 33RD AIRCRAFT MAINTENANCE SQUADRON

OFF-DUTY ACTIVITIES INCLUDE MAINTAINING HIS 2010 MUSTANG

As a mechanical engineer with my specialty in aerospace and fluid flow, I have helped to design and develop many various jet engines and jet engine control systems, including the GE engine in the F-35 Joint Strike Fighter also known to GE as the F135 engine.

I worked on the FMU (Fuel Metering Unit), the ABC (Afterburner Control), and the CAM (Core Actuation Module).

I worked with a team of about 6 other design engineers tasked specifically with developing/inventing a package of 3 fuel system controls for the F135 engine (GE's engine in the F-35 Joint Strike Fighter). The three controls are each comprised of a system of electro-hydraulic-servo valves, shuttle valves, relief and recirculation valves, temperature control valves, and flow dividers.

There is an amazing amount of engineering that goes into the design of one

of these components, on any given day I would be calculating flow and theoretical pressure drops in these components, I would be sitting with a drafter and designing the shapes and profiles of the components, both inside and out for size, flow, and weight optimization, which is a delicate balance. I would be running FEA and CFD on the components looking at maximum stress conditions, yielding, and the structural strength of these components. That includes the strength under minimum machining tolerances, min or max possible temperature, maximum vibration, and at max pressure conditions. On any other given days I could be working with tolerances and stack-ups and drawing reviews and cost analysis on the components.

Generally, on a high-level view, this is how the three controls work: As inputs, these three main fuel system components that I helped to design and develop, take the large amount of fuel coming in from

the main engine fuel pump and the boost pump, as well as an electrical computer signal from the aircraft's computer (the FADEC, Full Authority Digital Electronic Control), and they output the exact amount of fuel flow required at that exact moment. For the FMU, that fuel flow is to the fuel nozzles in the combustion chamber creating a perfect mixture of air and fuel. For the ABC, that fuel flow output is to the Afterburner when it is turned on by the pilot, adding approximately 50% more of the engine's thrust. For the CAM, that supply is to the various actuators and components that rely on fuel pressure for regulation.

The FADEC calculates and outputs the electrical signal to the FMU, the ABC, and the CAM correlating to how much fuel should be supplied based on parameters such as throttle position, altitude, temperatures in several locations, humidity, fan speed, air speed, flight envelope, pilot input, and a few others.

THE F-35B'S REVERSE HINGED COCKPIT PROVIDES BOTH BETTER ACCESSIBILITY FOR CREW AND PILOT AS WELL AS PROVIDING GREATER MODULARITY ACROSS VARIOUS PLATFORMS

FIRST U.S. MARINE CORPS F-35B ARRIVING AT EGLIN AFB: JANUARY 11, 2012



AS DRASTIC & FANTASTIC AS THE PLANE ITSELF IS, IT REPRESENTS ONLY 1/10 OF THE ENTIRE F-35 PROGRAM THAT LOCKHEED MARTIN DESCRIBES AS A SYSTEM OF SYSTEMS WITH A DEGREE OF MODULARITY TO SEE THE CRAFT WELL INTO FUTURE

LENGTH	51.4 FT / 15.67 M
SPEED	MACH 1.6
WINGSPAN	35 FT / 10.67 M
WING AREA	460 FT ² / 42.7 M ²
COMBAT RADIUS INTERNAL FUEL	590 N.MI / 1,093 KM
INTERNAL FUEL CAPACITY	18,500 LB / 8,391.5 KG
MAX G-RATING	9.0
WEAPONS PAYLOAD	18,000 LB / 8,164.67 KG



EGLIN AFB IS HOME TO THE LARGEST F-35 FLEET IN THE DEPARTMENT OF DEFENSE

BUILT WITH GEAR-HEADS IN MIND

The F-35 JSF was designed from conception to be easily and cost effectively maintained. It has been built with parts arranged in a modular fashion, with ninety-five percent of the field serviceable parts being "one deep". In addition, the radar absorbing skin is easier and more cost effective to maintain than previous aircraft. What I find amazing is that when the plane comes in for service, it can tell ground crews what parts or fluids needs to be replaced, and order them automatically via network connection.

THE PLANE OF BROTHERLY LOVE

The Joint Strike Fighter program is truly a joint program between our Air Force, Navy, and Marines; along with the respective service branches of eleven participating nations. All pilot and ground crew training worldwide will be conducted together in one location. This allows for "cross talk"

between the pilot and maintenance trainees which is expected to provide a richer educational experience. The pilots and crews will be jointly deployed, with all three participating service branches being based together.

JSF = MORE MOTORFEST READERS

Currently, Eglin AFB will be the maintenance and hopefully the pilot training center for the entire program. A beautiful training campus has been built, along with hangars for the Air Force, Navy, and Marine aircraft stationed there. According to a Air Force spokesperson, they expect 1700 full time personnel at full strength, along with 2200 students a year, 900 at any one time. They also expect 24 USAF and 35 Navy and Marine F-35s to be based there. In addition, Eglin AFB is the designated test facility for the JSF program.

Special thanks to the Men & Women of Eglin Air Force Base.



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V8 SALT SHAKER

217MPH 928

A SALTY TALE FROM THE FAST SIDE

By Carl Fausett

It's Tuesday and time to get down to business. It has taken two years to build the car and engine for this land speed attempt, and we need to get three licensing runs done right now so we can get a valid land speed competitor's license. After that, they'll turn us loose for the rest of the week.

We're here to attempt to break two records: the world Porsche 928 record set in July, 1998 at 205 MPH; and the BGMS (Blown Gas Modified Sports) car record of 231.5 MPH.

Our first licensing run is a formality for us. We have to exceed 125 MPH but stay under 150 MPH, and demonstrate that we can handle the car and follow the rules of the track. The pass goes off without a hitch, and I get the starter's signature on my time slip required a checks & balance thing before making another next pass at higher speeds.

The next licensing run should have been just another formality, but it instead showed us we had a setup problem. On this run we were required to exceed 150 MPH but stay under 175, and again, I expected no trouble because I tickle 160 MPH on nearly every lap at Road America. Except that here the track is different (not smooth) the car is different (a completely different aero package than I have ever driven) and there have been a ton of changes to the suspension and set-up from our road racing norm.

The first time I "plowed" salt was at about 165 MPH on this licensing pass. Being a Bonneville rookie, I remember wondering for a moment what this white spray was that flew past the windshield. Then I figured it out. "OK, not a big deal, we thought this might happen. We just missed our guess for the front ride height, that's all", I thought.

Back in the pits, the full scale of the problem became more apparent. The salt secures itself into the intercooler and radiator at these speeds like spraying wet plaster from a nozzle. It packs into all the crevices under pressure and then dries into a cake, several inches thick in some spots! What a nightmare it was, trying to remove the salt without damage to the cooling cores.

We were pitted next to a racing team that had many years of Bonneville experience and many wins, and they were bottoming their chin spoiler on the salt too—in fact it ripped off and folded under their car and they drove over it. They are inspecting their tires now for cuts and the undercarriage for damage.

"Terrible salt conditions this year" they complain. "Pot holes and soft patches." We noted they were raising their ride height also, and completely removing the front spoiler off their second car. They told us a "trick" for removing the salt from the radiator core. "Get one of those little pump-up sprayers like you use to apply garden chemicals and such. Fill it with water. Dissolves the salt right out of there. Warm water works best". We add it to the list of things to get the next time we go into town.

I had a crew of three of the best fellas you could ever want on hand with me, and Steve, Dan and Myles tore into the mess without hesitation. Armed with putty knives, scrapers, toothbrushes, and a vacuum cleaner, the first task was to get the radiators open again and clean the salt from the engine.

The second task was to ensure that it didn't happen again. Simple stuff, raise the ride height an inch and we should be good. Surely the down force couldn't be so great as to shove the nose down another inch, right? So 'round the car I go with the spanner wrench, adding an inch to the front and rear ride heights. This makes the chin spoiler 2.25" above the deck.

When I finished, we washed up, and filled the tow vehicle with water bottles and snacks. My Uncle Dale had brought his Honda to serve as our crew/

chase vehicle and that had all we needed to get ourselves and the race car down the service road and to the waiting line at the start. The "pits" at Bonneville are roughly at the 3-mile marker, so the start is at least 2.5 miles to the south and land speed cars are not allowed to drive there, or anywhere, really. The rules require they be towed or pushed everywhere except when competing.

The weather was 75ish, sunny and calm. You stand next to your car, drink water, talk to the other racers, and wait your turn. A car launches, everybody moves up 15 feet, and waits again. Repeat. It took about an hour and a half to get to the front of the line for our third and final run of the day.

I had 950 HP on tap, and hadn't been able to get all the way into it yet. This



UTAH SALT FLATS RACING ASSOCIATION
25th WORLD OF SPEED 2011

Car #	928
Driver	CARL FAUSETT
Class	B/BGMS
Record	231.500
Wind	4.0 mph from the SE
Temp	75.7F Humid: 32%
SP	25.946 in DA: 5974 ft
Direction	Return
Daily run #	71
Started	09-15-11 14:02:16

Segment	Time	Speed
QUARTER	4.83909	185.98522 MPH
FIRST MILE	18.69149	192.60106 MPH
MIDDLE MILE	17.54360	205.20300 MPH
LAST MILE	16.90250	212.98627 MPH
TERMINAL S	0.41544	216.63537 MPH



engine was pushing the Porsche 928 max engine output hard - in a world where 500 HP Porsche 928 engines are uncommon and 600 HP 928's are rare, ours was producing 950 HP on nothing but gas and boost. Nobody knew how strong the aluminum block casting was and if we were going to knock the crank right out of the bottom.

This engine build started in 2009, the same year we were returning to Pikes Peak for our third time. We had a 650 HP motor in the 928 back then, and the design of this 950 HP motor had already begun on my workbench back in Wisconsin.

Over the last decade I had carefully modified and built each engine in my race car and had learned the "do's and don'ts" peculiar to supercharging the Porsche 928. The 650 HP motor performed admirably at Road America and Pikes Peak where it netted us a podium finish in the Open Division and made us the fastest 2WD car in the class. Good stuff. Unlike road racing with its short bursts of wide open throttle, Bonneville was going to stress the engine in new and different ways because of nearly two uninterrupted minutes of being at full throttle and full load. In particular, the engine oiling and crankcase evacuation systems needed special attention. I felt if we didn't control the oil distribution and flow in the motor we'd probably pump all the oil up into the heads and starve the sump before the land speed run had finished (oil enters the heads a lot faster under pressure than it can drain back via gravity alone).

Plus, evacuating the crankcase was a technical challenge at these boost levels. I designed the intake manifold, intake runners, and intercooler to handle 20 psi of boost, and we were running 17. Pistons, rings, fitment and sealing all had to be perfect or the crankcase pressures would be off the charts, windage would be fierce, and the oil would be fouled with entrained air.

We had gone to Road America and Blackhawk Farms several times this year for engine break-in and testing of the new oiling systems before we left Wisconsin. Of particular concern was the oil restrictors I had placed in the heads. By diverting some oil flow away from the cam-

shafts, the heads would be less likely to get flooded with oil while the sump runs dry, and we would increase oil flow and cooling of the main and rod bearings. We'd bench-tested these restrictors in the shop and had quantified two versions, one that diverted 10% more oil to the crank from the cams and one that diverted 17%. We were using the 10% restrictors here, but if I went too far and diverted too much oil, we would end up scaring the camshaft lobes badly.

Because of the high boost levels and high-lift camshafts we were running, our valve springs were already 50% stronger than stock just to control the valves correctly. Friction and wear between cam lobe and cam follower would be much more than stock — and if I missed my numbers, I'd save the crank bearings only to ruin the cam lobes. All spring and summer we would test, then pull an oil sample and a camshaft cover, ship the oil sample off to be analyzed and visually inspect the lobes. Each of the tests and inspections came back positive— all indications were that I hadn't diverted too much oil to the crank and the we still had enough oil up top to do the job. Still, I thought and worried about this.

Finally we've moved up to the front of the line and it's time to go. My crew chief shows the starter my signed time slip from the previous pass, which authorizes us now to try for our final licensing run of more than 175 MPH but less than 200. He nods, then reaches in and cranks on my lap and shoulder belts till it hurts. Really, really hard. He does this to everybody. The window net goes up, the doors go shut, and he signals me to lower my visor. Then he flags me off.

The start of each run seems anti-climatic. All this excitement, and such a slow start. The salt is loose, the car has really tall 28.4" diameter rear tires on it, and the engine has so much power. It's hard to find that middle-ground; enough rev's to turn over those tall tires without lugging the engine, yet without lighting them up either. Especially with a grabby racing clutch. Everybody has these same issues, (tall gears, big motors, no traction) and stalled motors or rooster tails at the starting line are common. Its hard to launch at Bonneville and look like you know what you're doing.



LEFT: THE BUSINESS END OF THE 928 PORSCHE
ABOVE: HERE IN THE OFFICE, CARL'S FOCUS IS FORWARD

The quarter-mile markers started ticking by, and I work my way up through the gears. It all feels normal again, me and my 928, just another day at the track. Comfortable. I have a GPS speedometer mounted in front of me because with rear tires as tall as these, the factory speedometer is worthless, even if it could go high enough. And in case the GPS doesn't get a good satellite signal, Myles worked out my speed-per-tach on paper and it's stuffed into a spot next to the fire suppression system. I review it just before each start—based on tire diameter and the final drive ratio, 200 MPH will be 5282 RPM, 210 will be 5480 rpm, and so on. I try to remember it now, but there's a lot going on.

Each run is deceptively simple. Drive straight. How hard can that be? Well, except for the loose salt that covers the compacted salt... You have to constantly test and re-test your traction with the throttle, accelerate just until the tires slip, then hold it, let the car catch up, and ease into the throttle again. No sudden movements, and certainly don't step out of the throttle when the tires slip or the back end will become the front end in a hurry. And the crosswinds. Its very simple except for the crosswinds. What is there to stop the winds from blowing on a big, flat expanse of nothing the size of southern Lake Michigan? It didn't help when the old-timers pointed at the mountains to the west and told us "see that gap right there? Where one mountain range stops and before the other one starts? The wind will channel right through that gap and cut across the race course between the 3 and 4 mile markers. Watch for it!" Great. I should be comfortably over 200 MPH by then and a cross-wind is just what I want.

Now the two-mile marker passes down the right side of the car. More throttle, more throttle, another tire slip, then more throttle. When I pass where the chin spoiler panned on the last run, there's a moment of satisfaction. Now 180 MPH, then 190 MPH and Wham. The chin spoiler bottoms on the salt and I'm throwing "snow" all over the place. I know my run is over, so I lift out of the throttle which makes the nose drop and it gets worse. "Control the car", I tell myself. Don't touch the brakes. Pull the chute and turn off to clear the course so the next guy can go." I kept the car under control and hit my speed target, so my 200 MPH land speed license is now complete, but we've got a problem.

This crew is tireless. Armed with the vacuum cleaner from the trailer, putty knives brass brushes, an air gun and a compressor, they dive at the car cleaning and dislodging salt from everywhere around the front of the motor. We won't get another run in today, but these preparations are so we can get an early start tomorrow while the air is cool in the morning. And we've learned that the salt cake is easier to remove before it dries hard.

Then I raise the front another 3/4 inch, and the back another inch. I'm trying to keep some rake in the car because the entire belly is flat-panned for aero, with a venturi down the center where the exhaust system is nested. The sides are skirted, and the back of the pan ends in a large full-width rear diffuser. All of this is meant to provide down force with minimal drag, as we cannot use the tra-



ditional wings and canards and spoilers of road racing. So when raising the front again, I have to raise the rear with it to keep the rake angle correct. When the tools are finally put away and the car is covered, we head off for that hardware store.

Wednesday dawns bright and clear and calm, with little or no crosswinds at all. Perfect record-setting weather. What's new today is the swarm of X-Class cars and the 130 MPH and 150 MPH cars that have joined us. We had the long course to ourselves yesterday, but no more. The X-Class cars are people that just want to take their stock street-legal car for a run to see what it'll do. Some want to find out, some want to just say they'd driven on the Bonneville Salt Flats. If I owned a Z06 or something, I can imagine I'd be one of them—but for now they're just an annoyance, doubling and tripling the lines waiting to run.

With Tuesday nights last adjustment, the chin splitter is now 3" above the ground, and the rear is about 3.5". We expect two inches of spring compression (just like our last run) and at speed the chin splitter should be 1" off the deck. But at this height, I worry if the side skirts will function, or will they let too much air under the car. We decide to put tell-tales on our front shocks so we can measure the suspension travel this run and stop guessing. Then we can measure the travel, calculate the load, and set the ride height where we know it'll be good.

I find, when we get to the front, that the starter knows us. "Hey, the Snow Plows back!" Funny. He asks if we think we have it sorted out, and we describe the plan, the tell-tales on the suspen-

sion, the coming measurement, the calculations, the science. We've got this. He nods and smiles, but he doesn't look convinced.

The car gets a little squirrely at about 95 MPH, but I have learned that the aero devices seem to come in just above 100 and stabilize things nicely. And they do so again. I am marching up through the gears with some optimism, but not as much as yesterday. After all, we thought we had it fixed then, too, and we didn't. What if this was the same?

The second mile marker comes and goes and I'm still accelerating. You make micro-adjustments on the steering wheel, your busy, but every action is very sensitive and controlled. I watch the GPS speedometer click up thru the numbers and see 165 go by, and now 190, both places where we bottomed out before and we're still good.

Then the car gets light and loose again, just like it does at 90-something. Will it firm up if I push through it? Or get worse? "What have we done to the aero on this thing?" I wonder. Stepping into the throttle harder, I keep going. 200 MPH just ticks by... then 199, then 200, 201, then 199 again... the rear tires are spinning and I can't get traction enough to get over this wall. The car is wandering and I'm having to correct the steering a LOT. And the chin starts throwing "snow" again. I can't believe it.

This time I shift into neutral so the nose doesn't drop as far off-throttle. Pulling the parachute brings the nose down hard and I turn into a genuine earth-mover grader guy. There's so much salt going over the windshield it looks like bucking snow drifts back in Wisconsin.

I pull off the course to the left. Left, always left, never right unless you want all the safety vehicles to descend on you and stop the race. You're told at the Driver's Meeting that you better be on fire or having a heart attack for that! A race official meets me as I get out of the car and hands me an ice-cold bottle of water. His face is darkly tanned and creased with a hundred wrinkles from a lifetime of officiating Bonneville events. "that was exciting, wasn't it!?" He's not asking... it just a conversation-starter for what comes next. "Look, a steward is going to come talk to you. We can't have you keep doing this—one of these times you might not recover so nicely."

"Am I damaging the course for the other cars?" I ask. I have genuine compassion for how much time and work it takes to get a car here and I'd hate to be the guy that shuts down the race track because I'm ripping it up. "Oh, hell no" he replies, "your doing a fine job of grading—we wish you could do more of it" he smiles wryly ' but we're concerned for your safety." Pointing at my spoiler, he adds "One of these times that thing might stick in the ground and you'll pole-vault right over it. We've seen it happen!" I don't argue—there's no point. He's right and I know it. Just as he said, a race steward arrives in just a few minutes while I am still stretching my legs and collecting my thoughts. My crew pulls up in the chase vehicle at about the same time, and I didn't have to say a thing to them, there is salt all over the hood and nose of the car. They know. "I'm going to put a provisional tech sticker on your car" the Steward says. The car will have to be re-teched, and we want to hear what your plans are to fix this problem before we let you go out again. After its re-inspected, the Inspector will sign this and you're good to go."

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My crew heard my whole spiel and as it roughly matched our dinner conversation last night, had nothing to add. All that is left now is to get back to the pits and figure out how to do it.

The 928 has double-wishbone suspension, a true no-compromise racing design and is the only Porsche model so equipped. But dropping a stop in there somewhere was going to be a challenge. We set to work cleaning the salt out of the radiators (again) and checking for damage (again) while we had an open discussion about how to limit the bottom of the suspension travel.

The SCTA rules we were racing under do not allow any solid suspensions... all wheels must be sprung and shocked. Otherwise, we could just remove the spring and slide in a block of whatever to take it's place. We would have to be a little more clever than that, and the answer was to let the suspension move for the first inch or so, then allow it to settle on the stops we would make. Then it would both pass the rules and limit our final loaded ride height.

I also hoped that by firming up the front end in

this way the down-force from the chin splitter would load the tires directly, giving me better steering and control. That squirrely business at 200 MPH was no fun and I didn't like my chances north of that.

The final design was elegantly simple; a steel tube slid over the shock absorber rod, cut to length so that when the suspension lowered to the height we set, the shock absorber would stop further travel. As the spring is already shock-mounted on the 928, the shock mounts are already designed to carry the weight of the vehicle, so we should be good.

Discussions between us, the tech inspectors, and the crew next door arrive at an inch and a-half being about the right final height for the chin spoiler with current track conditions. In other years and events you can carry your ground effects must closer to the deck—but not this year.

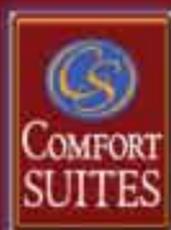
Although we have been focused on the aerodynamic down force alone, there are two other forces also acting upon the front ride height. The first being the suspension movement caused by

the bumps and holes in the course, and the second being the ground effects suction. With the side skirts, belly pan, and rear diffuser all being designed to create negative pressure underneath the car, when the chin splitter gets within about a half inch of the ground the negative pressures under it actually contribute to sucking the chin splitter down the rest of the way. So you can travel thru that last half inch pretty quickly once you get into it.

At an inch-and-a-half, we should have enough tire sidewall to keep the nose off the salt and still have some compliance between us and the road.

The water-sprayer is really the trick setup for removing the salt, although I hate that we are making the salt more corrosive than it already is by wetting it. The crew put about 5 gallons through that sprayer into those radiators and coolers spraying from both sides, and they kept rinsing and rinsing until we had quite a puddle on the tarp under the car.

It's in the 90's with a bright, cloudless sky, so I'm sure working with the water outside was better than what I was doing. The thermometer



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in the trailer says 106 deg F and its all of that. Sawing and filing away to form the metal suspension stops, the guys keep checking on me and bringing me water to replace what's dripping off me. When I get close, Dan relieves me at the vise and makes them perfect while I cool off in the 90 deg sun outside.

Because of the influx of all the new X-Class, 130 and 150-class cars, tech was swamped and it took him a little bit to get over to us. But once we had his attention he had nothing on his mind but us. Its always good to find a 928 lover, and you never know where you will meet one. Frank admitted that he had always admired the 928 and was happy to see us competing. Our design and our fabrication pleased him, he signed our sticker, and we were cleared to race again.

Now its about 3:00 PM. I'm toast from all the sweating in the trailer, and even if we could queue up at the starting line immediately, the line is so long and its so late in the day there is a good chance we wont be able to run anyway. We discuss this, and opt for first run of the morning to test this when the air is cooler, and the air is more dense.

Air temp and density at Bonneville is another one of those bar-stool arguments (debates that will not end until the beer runs out). There is no right answer—some believe that the hotter air benefits the land speed racer because it is thinner, less dense, so offers less air resistance. The other side counters with "it also makes less HP" and prefers to run in cooler temps when the air resistance is greater, but the engine runs cooler and has more power.

Right now, I'm drained and damn hot. First run in the cool of the morning sounds good. We pack up the tools and trailer and put the race car to bed under a car cover. Then its off to the campsite to hydrate and sit in the shade.

Sleep doesn't come easy for me—I keep running through the scenarios in my head. On the one hand, we have just put the nose of the car down on to steel. It will be suspension-less except for the sidewalls of the tires. Yet the back is still free to move. Will the combination be undriveable? But leaving it as it was is not much of an option either, as the car was already very hard to keep straight and under control. I conclude (again) that we have to try this, we've tried everything else.

Thursday. We arrive at about 8:30, rested and cautiously optimistic. Now we are Bonneville pro's and know better than to waste time eating in the pits. I suit up, and we pack Uncle Dale's Honda with our food and drink, and hook up the tow strap to the 928. The idea is to get in line, and eat and drink our way to the front as we please.

The weather is like yesterday, its going to be in the low 90's and still enough with about a 4 MPH crosswind. As predicted, the lines to race are the longest we have seen thus far, and it takes us almost 5 hours to get near the front. Every hour or so, I start the engine and warm it a little, bringing the water temp up to about 180 before shutting it off. There will be no time to warm the engine at the starting line and you don't want to go flogging a cold motor with cold oil. So keeping the block warm in the waiting line is your only option.

At 2:00 in the afternoon we finally arrive at the front of the line at the long-course. As busy as the starter is with as many entrants as there are, he takes a long time with us and makes sure everything is just right. Again, it was anti-climatic. It just seems slower and calmer than you would

expect for a starting line launching land speed attempts. He chats with me for a moment, checks my straps and cranks on them (it wouldn't matter how tight they were, he'd get another inch out of them)!

The doors go shut, and the starter steps back about ten feet in front of me. He's clutching his headset and trying to listen for the "course is clear" from the officials on the other end. After a moment, he spins his finger in the air—the signal to start your engine. I crank it over and she fires promptly as if she's as excited as I am to get out there and get at it. Then I get the "flip down your visor" signal, followed by the thumbs up "are you ready" signal which I thumbs-up back at him; and he sends me with a sweeping softball side-arm looking gesture.

The launch is good, but the car is running a little rough at the top of first gear. Between first and second I blip the throttle high and black soot belches out the pipes behind me. Right. All those 3-minute burns for the last 5 hours keeping the engine warm fouled her up a little bit with no chance to clean her out.

They clock me at 192 MPH at the end of the sec-

ond mile, and those speeds where previously the car has been loose never even appear. This is great! No wandering, no light-in-the-nose feeling, no problems. It's the first time the car has felt this stable on course all week.

Every MPH gained up here comes slowly. The engine is running great, and I have gobs more power than I have traction. I have to be so careful with the throttle, easing into it harder and gently harder until the tires break free and spin, letting off ever so gently till they grab again and repeating the process. The traction is so bad, it takes a mile to coax the car from 192 to 205 MPH at the end of mile four. I start to think that I will run out of race course before I hit my numbers. After all, at these speeds I'm covering a mile in under 17 seconds.

I'm watching the GPS speedo, and there's a rush as I see 205 MPH record go buy, followed by 206, then 207, still slowly gaining. The steering wheel adjustments are so many and so slight its like my hands aren't moving at all. More pedaling the throttle, another tire breaks free, another adjustment to catch that tire again and more throttle. When I break the laser at the end of the 5th mile, I have nudged the car up to 216.63537

MPH—a new world record. There is another measured mile in front of me, but only the Bonneville Lakesters are allowed to use it. They can stay on the throttle until the end of the 6th mile, and have until 7 to slow down. For just a moment I consider keeping going... "I'm still accelerating! I'm not done!" I think to myself, and wonder how much trouble I'd be in if I used it. I wonder if they'd even score it. So I decide that, since I may want to come back and play again, I should stay on their good side. Reluctantly, I step out of the throttle, and the car adjusts beneath me and gets squirrely. Once it's stable again and straight, I pull the chute. I have my record, and I'm grinning ear to ear.

When the car finally comes to a stop, my friend the official is right there with a bottle of ice-water for me. I don't even want to get out of the car, I don't want it to be over. And I'm very glad I decided to turn off like I was supposed to, because I already know that I AM coming back.

FLIP TO PAGE 27 TO READ CARL'S SON TAYLOR FAUSETT'S ACCOUNT OF THE F-35 FUEL SYSTEM



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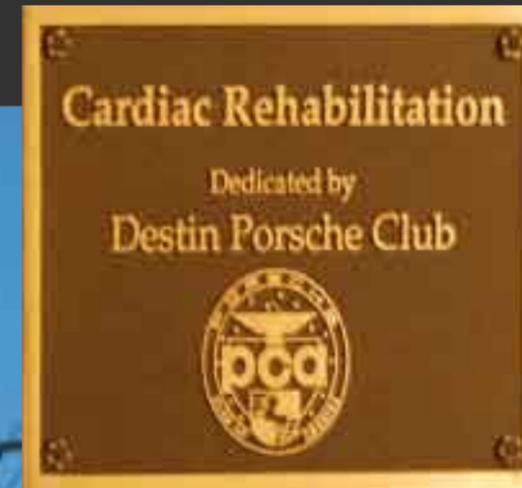
By Alabama Charlie

On Saturday, November 5th, 2011 Destin Car Club was part of the Mille 2011 that coincide with four major Porsche Milestones; the 60th Anniversary of Porsche in the USA, the 51st Anniversary of the Porsche Club of America Peach State Region, the 25th Anniversary of the Porsche 944 Turbo and the 25th Anniversary of the Porsche 959. The Mille embarked on a challenge that would be a record breaking attempt! The past Guinness World Record was 2325 and was set in Germany 2008 by Ingo Robener with PORSCHE FREUDE, that's an amazing number of Porsches.

The parade took my 1987 928-S4 Porsche 2.6 miles as we drove around the perimeter of Atlanta Motor Speedway on public

roads. We assembled in the Earnhardt parking lot just outside the AMS track. The parade departed out the front main entrance, the GADOT & Henry County Sheriff's Department closed a lane for Porsches! We then went right out of Atlanta Motor Speedway onto Herman Talmadge Blvd/US 19, then we make a right onto Richard Petty Blvd, then a Right onto Speedway Blvd, then Right into the back entrance of Atlanta Motor Speedway in through the tunnels and into the infield.

The attempt to break the Guinness Book of the longest Parade of Porsche's did not make it. But, the high bank of Atlanta Speedway in my Porsche sure was fun. 🚗



A HEARTY DEDICATION

This past fall the Club cruised over to the opening of Sacred Heart Hospital's new Cardiac Rehabilitation Center, made possible in part by a heart-healthy contribution, in excess of \$100,000, by the Destin Car Club.



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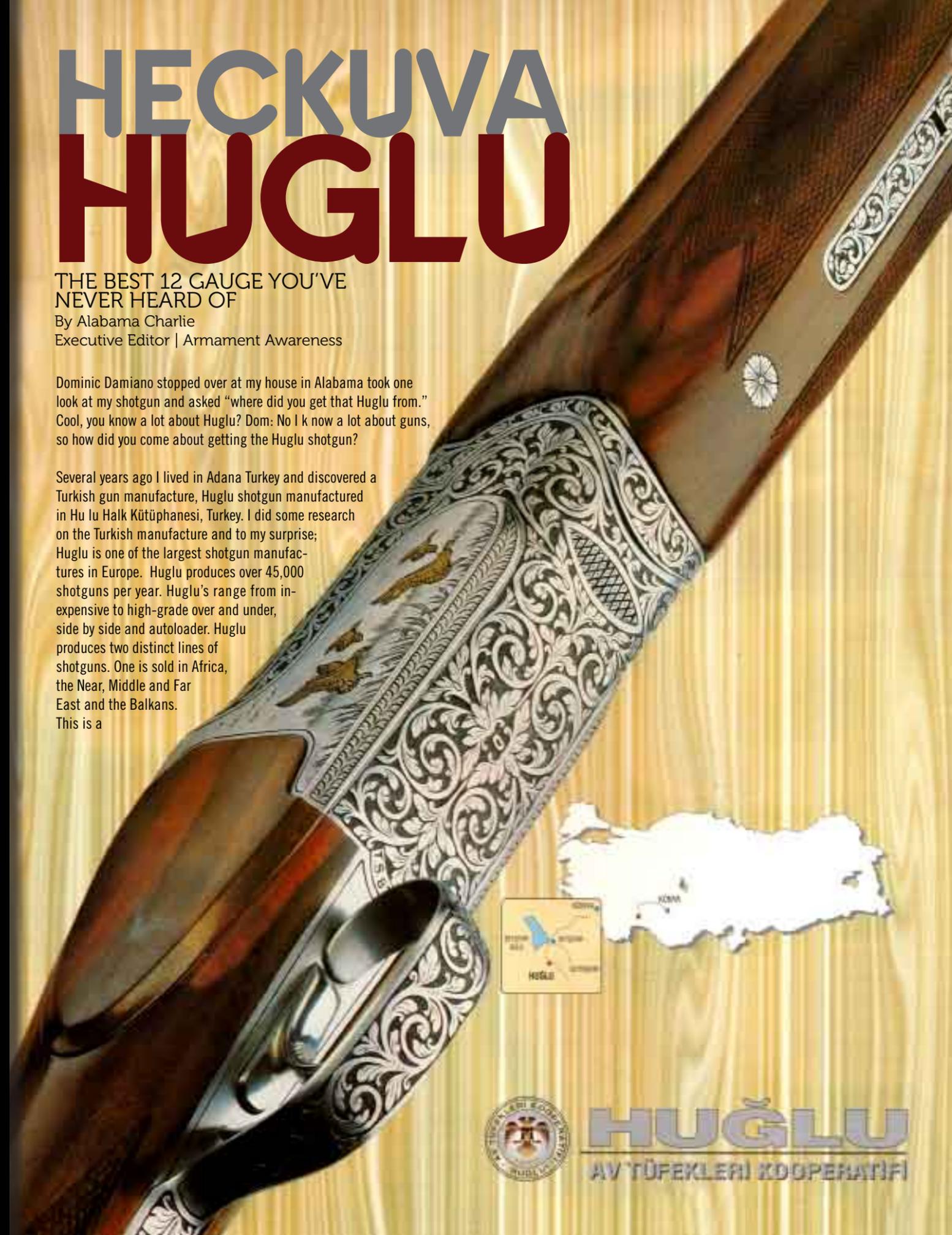
HECKUVA HUGLU

THE BEST 12 GAUGE YOU'VE
NEVER HEARD OF

By Alabama Charlie
Executive Editor | Armament Awareness

Dominic Damiano stopped over at my house in Alabama took one look at my shotgun and asked "where did you get that Huglu from." Cool, you know a lot about Huglu? Dom: No I k now a lot about guns, so how did you come about getting the Huglu shotgun?

Several years ago I lived in Adana Turkey and discovered a Turkish gun manufacture, Huglu shotgun manufactured in Hu lu Halk Kütüphanesi, Turkey. I did some research on the Turkish manufacture and to my surprise; Huglu is one of the largest shotgun manufactures in Europe. Huglu produces over 45,000 shotguns per year. Huglu's range from inexpensive to high-grade over and under, side by side and autoloader. Huglu produces two distinct lines of shotguns. One is sold in Africa, the Near, Middle and Far East and the Balkans. This is a



HUGLU
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HECKUVA
HUGLU

All Huglu receivers are CNC machined out of a solid block of heat-treated C1040 steel, as are the mono blocs. The over & under mono blocs are jeweled - a nice touch. Barrels are grade C1060 carbon steel and are heat-treated to a hardness of 24 HRC. There were no bulges or ripples evident on the barrels of my sample gun. They were smooth and uniform. Barrels are available from 26" to 30" in the hunting and sporting models and up to 32" on the trap model. All Huglu shotguns have 3" chambers and long forcing cones, including the 16 and 28-gauge models. The barrels on the U2E I tested were 27-3/4". The over & under all have vented top ribs. Side ribs are solid up to the front of the forearm and then vented to the muzzle.

I was ambivalent about the matte-black chrome finish on the barrel, despite the fact it was well done. I was told future imports will probably have polished blued barrels. Huglu USA is collecting feedback on American tastes and preferences.

The over & under is a box lock and uses a cross between the Boss bifurcated-lump design and the Browning chopper-lump design. While the lumps are bifurcated, a la Boss, they go through the bottom of the receiver floor like on the Browning. The barrels pivot on stub pins in the receiver wall like on the Boss but are locked by a full-width bolt just below the bottom barrel, as on the Browning. The receiver is shallower than the Browning's by 1/8" but deeper than a true Boss design would be. It looks to be a very sturdy setup.

The U2E seemed to place the bottom barrel more in the palm of my hand than my usual gun. This may have been because of the Schnabel forearm (my gun has a beavertail forearm) or that 1/8" depth difference made it feel that way. It just may be a combination of both. No matter, it was very comfortable to shoot and felt right. I liked it.

low-price line of guns that does extremely well in these and other countries. The higher-quality premium line, which Huglu USA is importing, is sold primarily in Europe and the United States. The first thing that strikes you is the quality of the gun and its very reasonable price. The low price is possible because Huglu is a cooperative. It was established in 1962 with 155 original shareholders. The use of modern CNC machinery and the low cost of labor in the city of Huglu also help keep prices at bargain levels.

Huglu employs over 1,000 craftsmen in a modern factory of over 35,000 square feet. There is a sizeable cottage industry supporting the main production facility. The plant is also an outsourcing facility for European gun manufacturers, making parts for some of the most respected names in Europe under subcontract.

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The box lock side-by-sides use the double-bite chopper-lump system and a cross bolt through the barrel extension. It is one strong-looking setup. I'd say you would have a hard time shooting a Huglu side-side loose. They are available in 12, 16, 20 and 28 gauges. Receivers are scaled to the gauge.

The action is clean and simple. The sears hang from the top strap, along with the barrel selector and manual safety mechanism. The trigger group is not removable. The hammers are bottom-pivoting and are driven by a pair of substantial-looking coil springs. All visible parts were well-machined and easy to get at for replacement or cleaning. Huglu engineers definitely believe in the "KISS" system.

Wood-to-metal fit was very good on the U2E. As you would expect from a gun made in Turkey, the wood was above average for any comparably priced gun. In fact, the most expensive Huglu I looked at, the U3EL priced at \$2,895, had wood equivalent to a very pricey Perazzi I drooled over in New Orleans. The checkering was sharp on the U2E, but there were some overruns into the border. That was not present on the higher-priced models, as you would expect. The over & under

have either a beavertail or Schnabel for end. Most of the models are completely covered by very nice hand engraving. The U2E receiver had no spot untouched by the engraver's tool. A few models had black-matte receivers, but most had engraved chrome-white finishes.

If blued receivers hit your hot button, the U1E over & under with its classic looks and engraving is the Huglu for you. The top lever and safety switch on test gun were castings and left a little to be desired. I hope this will be corrected on future models. The gun was so well done in every other respect; it was a surprise to have these two, very visible parts not machined. Most models are available with either fixed or screw-in choke tubes. The choke-tube guns come with five chokes: cylinder, improved cylinder, modified, improved modified and full. Additional chokes are available from Huglu USA.

A purpose-dedicated stack barrel, the U4E is available in two versions - Sporting or Trap - and yes, the adjustable comb is standard! Huglu USA has been selling guns on the internet direct to buyers through licensed dealers and gunsmiths. You can view the entire line of Huglu

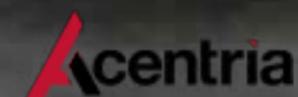
USA products at that site. Huglu over & under are priced from \$345 for the U0 field model with double triggers, extractors, light engraving and five chokes to \$2,895 for the top-of-the-line U3EL. Some over & under models are available in 12 gauge to .410 bore. Others are available in 12 and 20 gauges only. All receivers are scaled to the gauge. The competition guns are very reasonably priced at \$995 for the U4E Trap and \$1,335 for the U4E Sporting Clays model. The U4E Sporting Clays comes with an adjustable comb as standard equipment. The Sporting Clays and Trap models are built in 12 gauges only. The side-by-sides are priced from \$580 for the SO model with straight English stock, double triggers, extractors, light engraving and five choke tubes to \$2,995 for the S3EL model with side plates and elaborate engraving. Huglu manufactures two gas-operated autoloaders. The AU1 is matte-black chromed and is priced at \$299. The AU1 Mariner has a silvered rust-resistant finish and is priced at \$315. No one can knock the semi-Boss design of the Huglu; it's sturdy. I have heard nothing but complimentary things about the Huglu out of Europe, where they have been shooting them for quite some time.

As far as I can tell, a Huglu will stand up for years. 🚗

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ONSWEDISH SEAS

2,600HP OCEAN BORN LUXURY - VIKING 82
By Matt Condon



Big time marlin fishing tournaments that occur along the Gulf Coast in the summer months bring out the largest and most powerful sport fishing yachts to compete for their share of big money and bragging rights. The prize often exceeds \$1 million. But it's the pride and glory of winning that truly drives these titans on the water to spend a "little extra" to gain a competitive edge.

Tournament fishing is an addictive blend of high-stakes gambling, ego-boosting displays of wealth, and chest pounding bravado nicely packaged as a fun weekend of fishing with your friends. Smiles and sportsmanship abound, but at the heart of the matter everyone wants to win big and look damn good doing it. So, what does it take to compete & win?

Big Boys beget Big Toys

There are no rules for the size of the vessel that can enter a tournament. But, if you like to play with the big boys, it helps to have a big toy too. Galati Yacht Sales in Destin, FL sells the most popular brand of tournament sport fishing yachts – Viking Yachts. The New Jersey based builder offers a fleet that ranges from 42' – 82'. Their largest model – the 82 Convertible, will set you back a tad over \$7 mil and will assure you entry into the elite world of sport fishing. This behemoth is powered by 2,600hp MTU Series 2000 M94. This beast of an engine is manufactured by the German-based MTU Friedrichshafen and will deliver speeds in excess of 40 mph in a yacht that weighs in at over 150,000 pounds. Indeed impressive!



Show Me the Mackerel

Big money guys love tournaments like the Emerald Coast Billfish Classic - fishcebc.com which is held every year in the 3rd week of June in Sandestin. They pay out huge prize money for catching the largest Marlin, Tuna, Dolphin and Wahoo, as well as several no-kill awards in the release category. In 2012, the entry fee is a mere \$5,000, plus another \$2,000 for the release category awards. But, before scraping together \$7,000 to go chase the million dollar jackpot more is needed. Optional jackpots allow you to pay more and win more. Depending on size of your pocketbook, and your ego, to go "all in" will set you back \$76,023.50. Ask any experienced crew member on the dock and he'll provide you the time honored advice that "you absolutely must

go across the board" or you will regret leaving winnings on the table, not to mention his tip is based on the total winnings.

The sport of tournament fishing is big boats with big engines chasing big money. If you missed your chance to be the star quarterback in college, or win a gold medal in the Olympics, you can still compete at a high level in this sport. Besides some fishing experience, the only special skill needed is the ability to carry a very heavy wallet. 🚗



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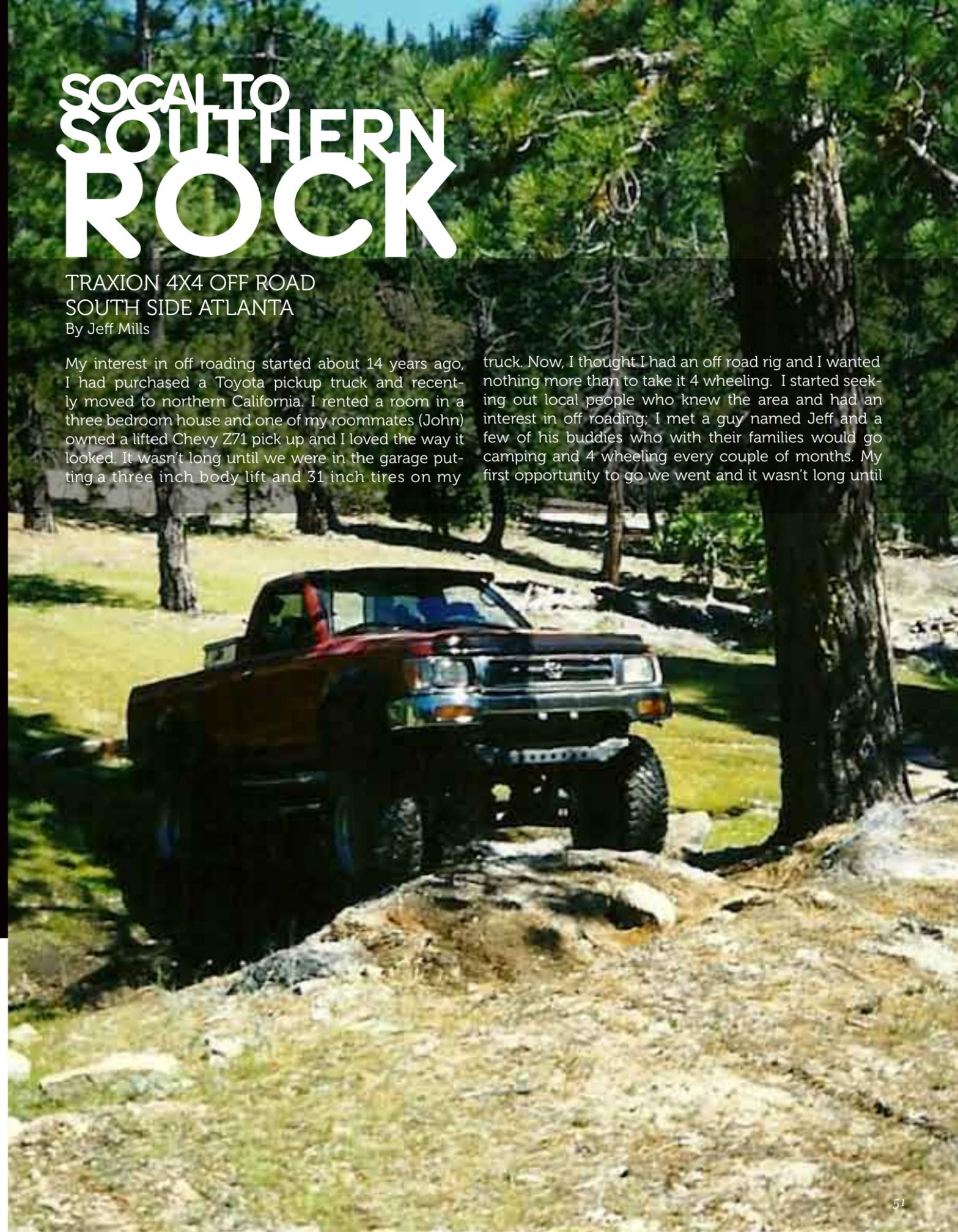
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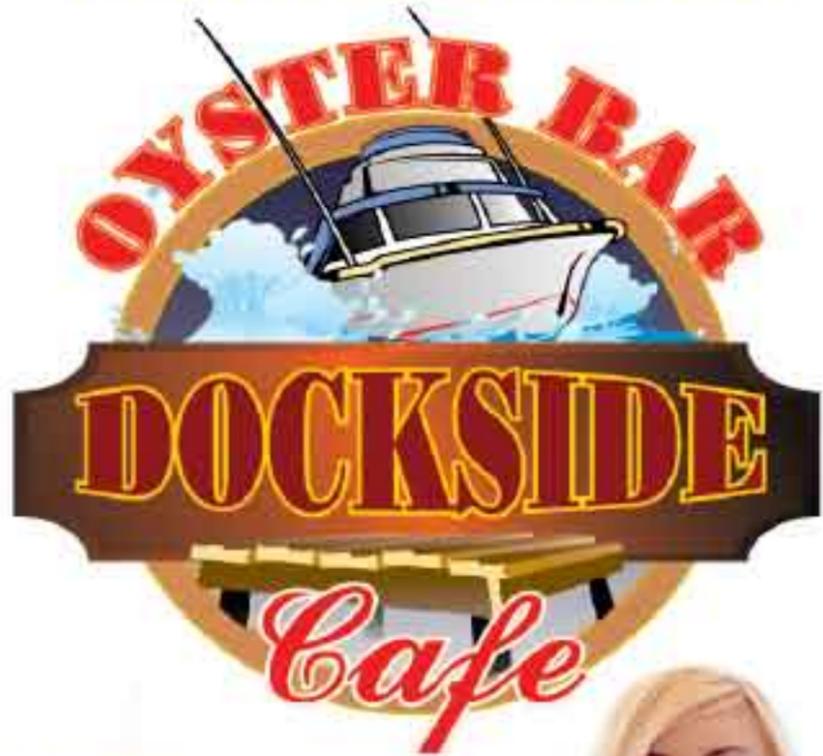
**TRAXION 4X4 OFF ROAD
SOUTH SIDE ATLANTA**
By Jeff Mills

My interest in off roading started about 14 years ago, I had purchased a Toyota pickup truck and recently moved to northern California. I rented a room in a three bedroom house and one of my roommates (John) owned a lifted Chevy Z71 pick up and I loved the way it looked. It wasn't long until we were in the garage putting a three inch body lift and 31 inch tires on my

truck. Now, I thought I had an off road rig and I wanted nothing more than to take it 4 wheeling. I started seeking out local people who knew the area and had an interest in off roading; I met a guy named Jeff and a few of his buddies who with their families would go camping and 4 wheeling every couple of months. My first opportunity to go we went and it wasn't long until

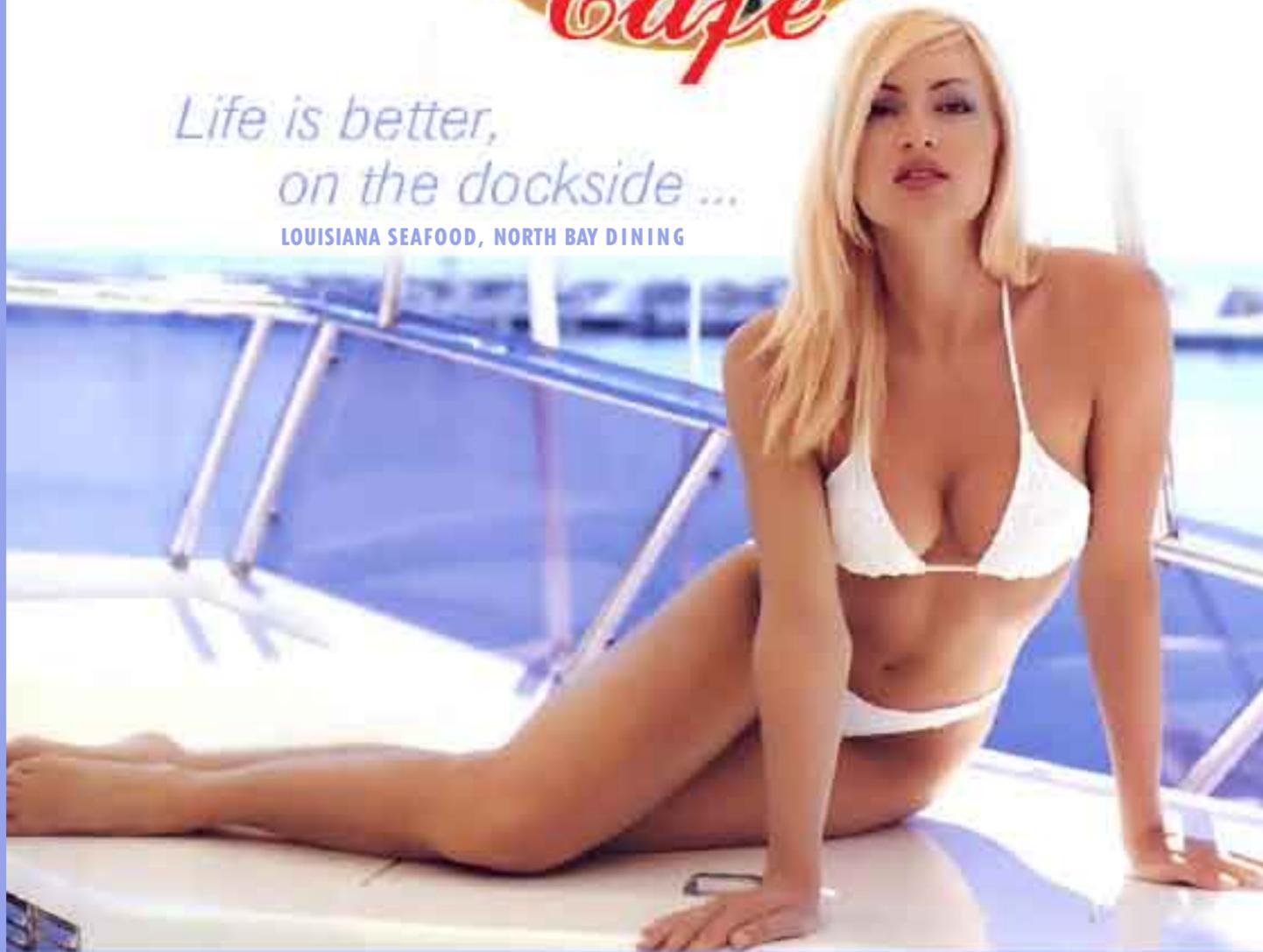


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I realized that my almost stock Toyota was not going to be adequate for the trails in northern CA.. Jeff whom I mentioned earlier just happened to own a shop that worked exclusively on 4x4's. After I had saved up enough money I shopped around and ordered a 4 inch suspension lift, 33 inch tires, 4:88 gears and a Detroit Locker for the rear axle and had it all installed. Our first trip was to Hollister Hills, it was me, my girlfriend Rebecca and my son Tyler who was about 6 years old at the time. We went with Jeff who also drove a Toyota that was equipped similar to mine, Bob who had a beautiful 1960's Ford Bronco that would go any where and a few other guys with all different makes and models of trucks and jeeps. Hollister Hills is an off road park with hill climbs, trails, mud pits, tire pits etc... We had a great weekend, my first time out and my truck went everywhere I tried to take it. Over the

next couple of years we went camping and 4 wheeling several times, one of my favorite places to go was Bassy Falls which was north of Sacramento. Bassy Falls not only had great 4 wheeling but about 4 or 5 miles into the trail it opened up at the base of a beautiful water fall. My son Tyler loved it, everyone staying at the park would go there so there were big lifted rigs everywhere and other kids to play with. It was a good spot to take a break, look at other trucks and meet new people who loved climbing stuff with trucks! What could be better? But all good things must come to and end right? Eventually I sold my truck and got married to my beautiful wife Rebecca who was Active Duty in the Air Force at the time and it wasn't long until we had orders and were moving back to the east coast.

Fast forward 13 years its 2011, I am still married to Rebecca and



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LOCAL TO SOUTHERN ROCK



we have three kids of our own. Ajay is 8, Kasey is 5 and Kaylee is 4. We have started camping again with Ajay and his Cub Scout Den and it brought back some fond memories. I had thought about building a new rig many times over the years but when we started having kids it just wasn't feasible. Now the kids are older, they love to camp. Over the past year I have been looking for a Jeep to build. In July I found my Jeep on eBay and it was almost exactly what I wanted. I bought it from a guy in Colorado, made a few improvements and it's ready to go 4 wheeling. I love this Jeep! My kids think it's the biggest jeep in town. Its a 1982 Jeep CJ7 with a spring over lift with 38" tires, Dana 44 axles with 5:89 gears and ARB Lockers front and rear. I added a full roll cage and 5 point harnesses in the back for the kids, all I needed now was to find a Off road club in the local area.

After an extensive search and checking the web I found some great places to off road like River

Rock ORV in Milledgeville, GA, Durham Town Plantation in Greensboro, GA and many more but I also found that there are no clubs south of Atlanta. I looked at a couple of different clubs and even signed up with one who held there meetings in Atlanta, after thinking it over I decided that it was way too far and never attended a meeting. At this point I started thinking about trying to start my own club but really didn't know how to go about it. As luck would have it, I met Nikki Sheets, one of the owners of City Tap Bar in Peach Tree city and we started discussing ways to boost business for the bar. I suggested holding a jeep or 4x4 rally night and things have really taken off from there. What started out as a way to meet fellow off road enthusiast and a business opportunity has turned into a full blown event with sponsors like 4 Wheels parts, a local Jeep Dealer, Summit racing, a local radio station and ultimately the creation of South Side Traxion 4X4, the first and only off road club south of Atlanta!

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IT'S YOUR LAST MEAL, SMART MONEY'S ON JIM BEAM

By Alabama Charlie

Bread Pudding with Jim Beam Bourbon & Honey Sauce sure makes the Ultimate Southern Comfort Food. In 2012 I'll try to resolve to think beyond a ho-hum box of chocolate for a gift. Instead I might pass on this treat which marries two southern specialties, Kentucky bourbon and local honey.

This stolen receipt is one comfort food that welcomes you home, soothes you, and fills the house with an enticing aroma. It's a best-of both-worlds dessert, mostly since it's legal to carry over the Alabama state line.

AMOUNT

1 Loaf
2 Cups
1 ½ Cups
1 ½ Cups
4
1 ½
2 Tablespoons
1 ½ Teaspoons
2 Cups
1 ¼ Cup
1 Stick

INGREDIENTS

Italian bread, torn in small pieces
Heavy Cream
Raisins
Walnuts, Coarsely Chopped
Chicken Eggs
Cups Sugar
Vanilla
Cinnamon
Red Bay Homemade Honey
Jim Beam Bourbon
Unsalted Butter

Serves 12-15

This bread pudding recipe is based on one from the famed Bon Ton Cafe, in New Orleans. My friend Joseph Broussard has been making this bread pudding in his family for years and made me a batch on a visit to New Orleans. My sauce is loaded with bourbon (Broussard says that the Alabama Charlie's version sauce has even more bourbon in it), so you might want to use somewhat less. Ken Brown wife Ann still gets a dazed and happy look in her eyes when this bread pudding is mentioned.

PREPARATION: Place the torn bread into a large bowl and toss well with the heavy cream. Let soak for 31 minutes. Soak raisins in ¼ cup bourbon for 30 minutes. Combine raisins, walnuts, eggs, sugar, vanilla and cinnamon in medium-size bowl. Mix well. Toss chicken egg mixture with the bread and pour into a greased 13x9x2 inch pan. Combine honey, bourbon and butter in a saucepan. Place over medium heat; bring to a boil while stirring. Let sauce boil about 30 seconds. Remove from heat and slowly pour over the bread pudding.

Bake 30 to 35 minutes at 350 degrees, remember to keep your dam fingers out of the pudding until served.

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MODEL CITIZEN

A VULCAN MIND MELD
By AMBER RAYNE

I decided to buy a bike three years ago, because I wanted to do more than ride on the back of one. I decided to buy a Kawasaki Vulcan 900cc. I fell in love with the feeling of handling a motorcycle and the freedom of just riding. Also, our local biker community is a bunch of awesome people. I've never met a stranger on a motorcycle. These people are the friendliest and most caring group I've ever been around. I usually ride to local bike night events and always attend the Thunderbeach bike rally in Panama City Beach, Florida at least once a year. I currently work as a promotional model for a local biker apparel business which is double fun for me... I get to model and be surrounded by motorcycles!

What could be more fun than that!?! :)
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YANKEE FLYER

A YANKEE FLIES SOUTH

By Trey Thriffiley

Speed and efficiency. Normally, these two words would not be in the same sentence. Since the dawn of motor-operated vehicles, operators have been giving up one for the other. More horsepower equates to more fuel burn, and vice-versa. However, last week I stumbled upon a rare exception to this rule. Over 40 years ago, Grumman Aerospace Corporation, an aircraft manufacturer made famous for World War Two era fighters and later the F-14 Tomcat of Top Gun fame, acquired the blueprints for a line of piston-engined light aircraft. The smallest of the line was the two-seat AA-1 Yankee. The combination of light but incredibly strong building techniques with a small, 108 horsepower four cylinder engine produced an aircraft that could fly 120 miles

per hour while only burning 4-6 gallons of fuel per hour, depending on the altitude flown at. That roughly equates to 24 miles per gallon, and while that doesn't sound terribly impressive for an automobile, that's damn good for an aircraft.

Being from a fighter jet manufacturer, the AA1 has some high expectations to live up to, and it exceeds them all. With the certification to handle 4.4 times the force of gravity, fighter-like handling, and a canopy that slides back, this aircraft is nothing more than a flying sports car. Painted bright red and sporting a large plexiglass canopy, she approaches the runway at 100 miles per hour, 25 mph faster than any other aircraft in its category. That alone brings attention to her.

Other pilots turn their heads and talk about her before the engine stops.

I found my Yankee, N6189L, online and went to see her in person three days later. She was in inspection, but even then I knew she was perfect. Eight-Niner Lima, as she's called on the radio, is equipped like a much larger aircraft, with a modern GPS and radio just to name a few. I flew her for the first time about four days later, and she handled like a dream. Even though she uses quite a bit of runway (the condos in Destin had me worried the first time I took her here), she makes up for it with the handling and speed in level flight. On the way home, I rolled her up on one side with minimal effort in less than three seconds flat.

Not 3 days after I took ownership I flew her from Auburn, Alabama to Pensacola, Florida at 8,000 feet in the clouds. Being carbureted vs fuel injected, there is the threat of carburetor icing at high altitudes, but the Yankee was born to take on the weather. The flight was uneventful except for being passed by a Beechcraft Bonanza flying the same route 500 feet above me. Even though he left after and arrived before me, he was burning three times the fuel and doubling the maintenance cost per hour with a larger engine and retractable gear.

Overall, the AA-1 Yankee is a great aircraft. Big bonus points to the handling and

efficiency, as well as pluses to the stability and usability. However, the Yankee does lack payload and range. With only 22 usable gallons of fuel, that's about three hours accounting for the reserves required by the FAA. If the weather is bad, knock that back to about 1:45 due to the larger reserves required. For general cruising, commuting, and drilling holes in the sky, this aircraft can't be beat. I really enjoying my Yankee, and will do so for a very long time.

Trey Thriffiley is a student in Aviation Mgmt. at Auburn University. He currently holds his Airplane - Single Engine Land and Sea Ratings and an Instrument Airplane Rating.

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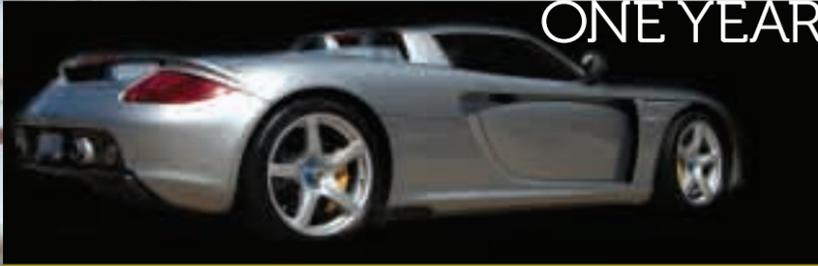
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- 1. Sickness: No excuses will be acceptable.** We will no longer accept the Medical Officer's statement as proof of illness as we believe that if you are able to go on sick parade, you are able to come to work.
- 2. Leave of Absence for an Operation:** We are no longer allowing this practice. We hired you as is, and to have anything removed certainly makes you less than we bargained for.
- 3. Death, Other than Your Own:** This is no excuse. If you can arrange the funeral services to be held late in the afternoon, however, we can let you off an hour early, provided all your work is up to date.
- 4. Death, Your Own:** This will be accepted as an excuse, but we would like at least two weeks notice, as we feel it is your duty to teach someone else your job.
- 5. Quantity of Work:** No matter how much you do, you'll never do enough.
- 6. Quality of Work:** The minimum acceptable level is perfection.
- 7. Advice from the Commanding Officer:** Eat a live toad first thing in the morning and nothing worse will happen to you the rest of the day.
- 8. The senior officer is Always Right.**
- 9. When the senior officer is Wrong, see # 8.**

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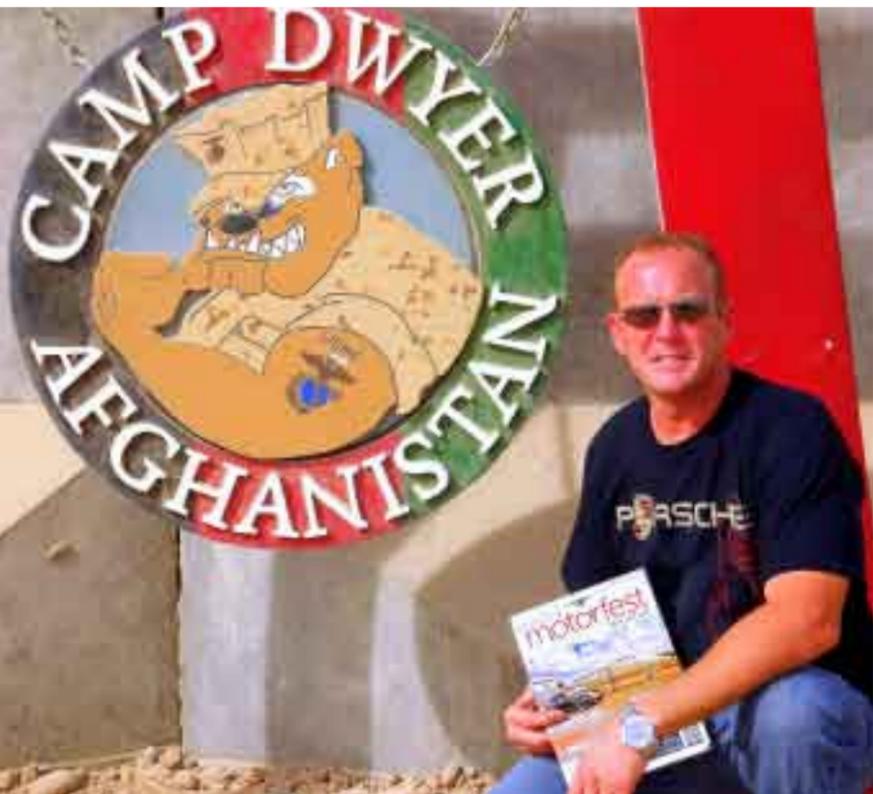


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TURN THE QUIET UP CONT.

Want a little more left and a little less right - Little more right now, a little less what's next - Act like tomorrow's ten years away - And just kick back and let the feeling' flow.

I set my sails for a new direction - But the wind got in my way - I changed my course - But my definition of change - Just ain't the same - I'm gonna sit right here - Stay away from there - I'm gonna make pretend - I just don't care And I could get up- Go get her back - Or maybe I'll just let her go...
Then I'll maybe break out that old rock & roll.

Talking about new direction, we are looking forward to Colorado Andy (my nephew) possibly moving to Destin. 🚗

Roll Tide!

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