

STEVE FOSSETT ABSOLUTE LAND SPEED RECORD CAR

ENTIRE PROJECT FOR SALE



Developed from landspeed legend Craig Breedlove's promising 1996 - 1997 *'Spirit of America - Sonic Arrow'* by the late Steve Fossett's Reno, Nevada-based team during 2006 - 2007. Fossett purchased the un-fulfilled project in July, 2006 from Breedlove with an initial record target speed of 800 mph, with eventual development planned for speeds of 900 mph+. The **'Target 800 mph'** team was nearing testing phase at Bonneville, Utah or the dry lakes of California when Steve was killed in the crash of his light aircraft in September, 2007.

Initial record runs were planned for a dry lake in northern Nevada in spring, 2008. A logistical exercise for loading, transport, assembly etc was conducted by the team on the Black Rock Desert in October, 2007. That is the source of the attached photos (*all images © Stuart Radnofsky / Project 100 - 2007*). Further engine tests / team exercises were conducted in early 2008 at El Mirage before the project was eventually shut down, with all elements carefully packed and mothballed in mid-2008.



The car has been rebuilt and re-wired from the ground up with a longer wheelbase, wider track and modified aerodynamics, including lengthened wheel covers and parachute assembly and no dorsal fin. The braking parachute and its deployment system were also completely re-designed.

FOR SALE

We are selling the complete project outright. Included in the sale will be the car plus all designs and drawings, data and other documentation, all workshop and operations elements, including special tools and jigs, extensive spares, custom loading and assembly hardware, modified race transporter trailer and tractor, catering transporter and tractor, pickup truck and more.

Over US\$ 4 million is invested in this project. Serious offers (principals only) are invited.

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THE CAR

Powered by a single modified S&S LM1500 (a 'land / marine' powerplant derived from the famed General Electric J-79 turbojet as used in the USAF Phantom II fighter-bomber) the engine generates over 18,400 lbs of supersonic thrust with afterburner and water injection. The car is constructed of steel tubing with stressed aluminum skin, the driver compartment being made of carbon/Kevlar/glass fiber composite.

Although at first glance a tricycle layout, the car actually runs on 4 wheels, the front pair closely situated to allow a smaller frontal area and thus reducing drag, the rear pair on a wide track for stability. Primary deceleration is, naturally, by parachute, with a friction ski/brake for final stopping power.

Overall length is 48 ft (14.63 m); overall width 10 ft 6 inches (3.20 m). Overall weight (wet) is just over 9,000 lbs, achieving a thrust to weight ratio better than any modern jet fighter.



ENGINE: S&S LM-1500 / J-79

- Supplied by: S&S Turbine Services Ltd
- Fuel Capacity: 105.0 gallons
- Thrust: 18,400 lb (36,800 hp) with afterburner and water injection
- Oil capacity: 2.5 gallons

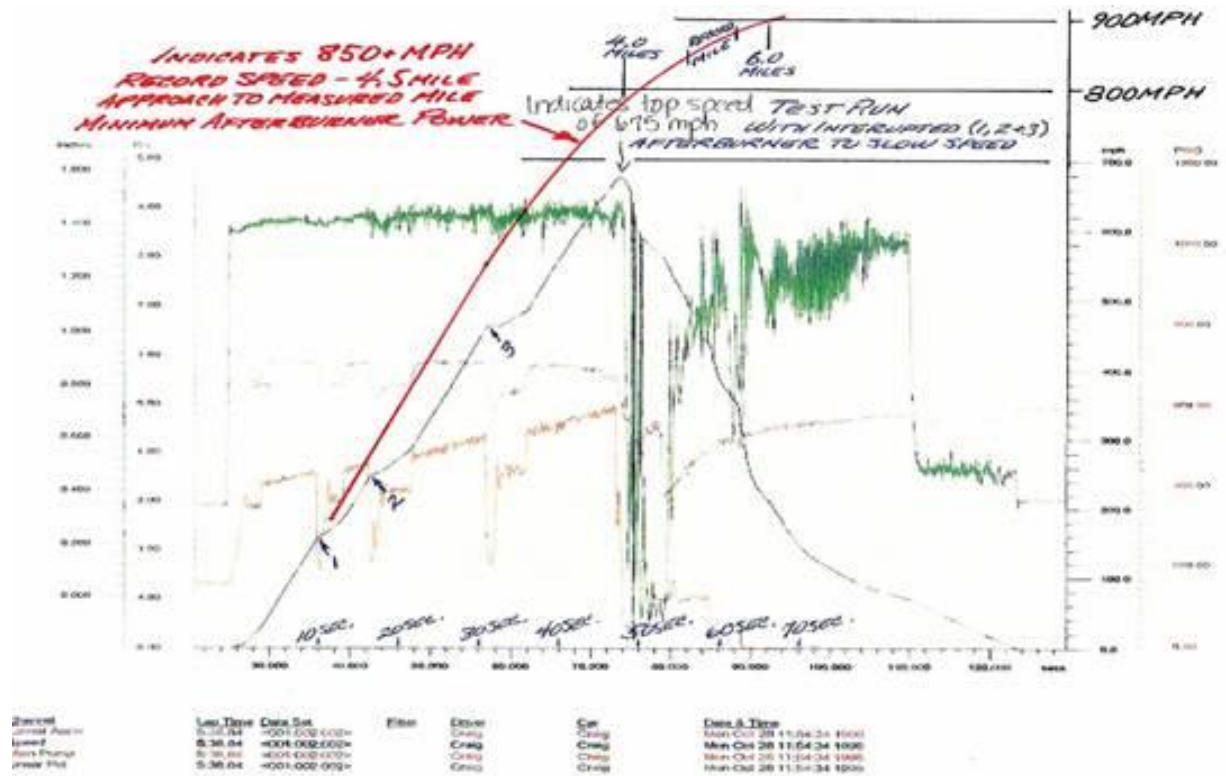


CONSTRUCTION

- Steel tube frame with stressed aluminum skin
- Carbon / Kevlar / Glass fiber composite driver capsule, engine inlets, and rear wheel fairings
- Tires: Filament-wound carbon/glass composite material with rubberized epoxy matrix
- Wheels: Aluminum billet hub, special alloy spun disk heat treated, steel fastened
- Wheel bearings: Tapered rollers
- Suspension / front: coil over hydraulic shocks
- Suspension / rear: variable deflection beam
- Steering: worm and sector
- Parachutes: mortar deployed, supersonic capable
- Windshield: Lexan
- Electrical Power: deep cycle batteries, 28V system

POTENTIAL

The data below was logged from one of Craig Breedlove's actual 1966 runs reaching 675 mph. Extrapolations from this data project a potential top speed of 850-900 mph.



LAND SPEED RECORD HISTORY

DATE	DRIVER	COUNTRY	CAR	TYPE OF CAR	LOCATION	SPEED (mph)
October 15, 1997	Andy Green	Great Britain	Thrust SSC	Jet	Black Rock Desert	763.035
October 4, 1983	Richard Noble	Great Britain	Thrust 2	Jet	Black Rock Desert	633.470
October 23, 1970	Gary Gabelich	USA	Blue Flame	Rocket	Bonneville Salt Flats	622.407
November 15, 1965	Craig Breedlove	USA	Spirit of America Sonic 1	Jet	Bonneville Salt Flats	600.601
November 7, 1965	Art Arfons	USA	Green Monster	Jet	Bonneville Salt Flats	576.553

November 2, 1965	Craig Breedlove	USA	Spirit of America Sonic 1	Jet	Bonneville Salt Flats	555.485
October 15, 1964	Craig Breedlove	USA	Spirit of America	Jet	Bonneville Salt Flats	526.277
October 13, 1964	Craig Breedlove	USA	Spirit of America	Jet	Bonneville Salt Flats	468.719
October 5, 1964	Art Arfons	USA	Green Monster	Jet	Bonneville Salt Flats	434.022
October 5, 1964	Tom Green	USA	Wingfoot Express	Jet	Bonneville Salt Flats	413.199
August 5, 1963	Craig Breedlove	USA	Spirit of America	Jet	Bonneville Salt Flats	407.447
September 16, 1947	John Cobb	Great Britain	Railton	I. C. E.	Bonneville Salt Flats	394.196
August 23, 1939	John Cobb	Great Britain	Railton	I. C. E.	Bonneville Salt Flats	369.741
September 16, 1938	George Eyston	Great Britain	Thunderbolt	I. C. E.	Bonneville Salt Flats	357.497
September 15, 1938	John Cobb	Great Britain	Railton	I. C. E.	Bonneville Salt Flats	350.194
August 27, 1938	George Eyston	Great Britain	Thunderbolt	I. C. E.	Bonneville Salt Flats	345.489
November 19, 1937	George Eyston	Great Britain	Thunderbolt	I. C. E.	Bonneville Salt Flats	312.203
September 3, 1935	Sir Malcolm Campbell	Great Britain	Bluebird	I. C. E.	Bonneville Salt Flats	301.129
March 7, 1935	Sir Malcolm Campbell	Great Britain	Bluebird	I. C. E.	Daytona Beach	276.710
February 22, 1933	Sir Malcolm Campbell	Great Britain	Bluebird	I. C. E.	Daytona Beach	272.465
February 24, 1932	Sir Malcolm Campbell	Great Britain	Bluebird	I. C. E.	Daytona Beach	253.968
February 5, 1931	Malcolm Campbell	Great Britain	Bluebird	I. C. E.	Daytona Beach	246.088
March 11, 1929	Henry Segrave	Great Britain	Golden Arrow	I. C. E.	Daytona Beach	231.362
April 22, 1928	Ray Keech	USA	Triplex	I. C. E.	Daytona Beach	207.553
February 19, 1928	Malcolm Campbell	Great Britain	Bluebird	I. C. E.	Pendine Sands	206.956
March 29, 1927	Henry Segrave	Great Britain	Sunbeam	I. C. E.	Daytona Beach	203.793
February 4, 1927	Malcolm Campbell	Great Britain	Bluebird	I. C. E.	Pendine Sands	174.883
April 28, 1926	Parry Thomas	Great Britain	Babs	I. C. E.	Pendine Sands	171.019
April 27, 1926	Parry Thomas	Great Britain	Babs	I. C. E.	Pendine Sands	169.298
March 16, 1926	Henry Segrave	Great Britain	Sunbeam	I. C. E.	Southport Sands	152.307
July 21, 1925	Malcolm Campbell	Great Britain	Sunbeam	I. C. E.	Pendine Sands	150.766

September 25, 1924	Malcolm Campbell	Great Britain	Sunbeam	I. C. E.	Pendine Sands	146.163
July 6, 1924	René Thomas	France	Delage	I. C. E.	Arpajon	143.312
May 17, 1922	Kenelm Lee Guinness	Great Britain	Sunbeam	I. C. E.	Brooklands	133.788
April 27, 1920	Tommy Milton	USA	Duesenburg	I. C. E.	Daytona Beach	156.047
February 17, 1919	Ralph de Palma	USA	Packard	I. C. E.	Daytona Beach	149.875
June 24, 1914	L.G Hornsted	Great Britain	Benz	I. C. E.	Brooklands	124.095
April 23, 1911	Bob Burman	USA	Benz	I. C. E.	Daytona Beach	141.732
March 3, 1910	Barney Oldfield	USA	Benz	I. C. E.	Daytona Beach	131.267
November 8, 1909	Victor Héméry	France	Benz	I. C. E.	Brooklands	125.946
January 23, 1906	Fred Marriot	USA	Stanley	Steam	Daytona Beach	121.573
December 30, 1905	Victor Héméry	France	Darracq	I. C. E.	Arles-Salon	109.589
January 25, 1905	Arthur Macdonald	Great Britain	Napier	I. C. E.	Daytona Beach	104.65
November 13, 1904	Paul Baras	France	Darracq	I. C. E.	Ostend	104.530
July 21, 1904	Louis Rigolly	France	Gobron-Brillié	I. C. E.	Ostend	103.561
May 25, 1904	Baron Pierre de Caters	France	Mercedes	I. C. E.	Ostend	97.258
March 31, 1904	Louis Rigolly	France	Gobron-Brillié	I. C. E.	Nice	94.785
January 27, 1904	William K Vanderbilt	USA	Mercedes	I. C. E.	Daytona Beach	92.308*
January 12, 1904	Henry Ford	USA	Ford	I. C. E.	Lake St Clair	91.371
November 5, 1903	Arthur Duray	Britain	Gobron-Brilli	I. C. E.	Dourdan	84.732
July 17, 1903	Arthur Duray	Britain	Gobron-Brilli	I. C. E.	Ostend	83.468
November 17, 1902	Augières	France	Mors	I. C. E.	Dourdan	77.136
August 5, 1902	William K Vanderbilt	USA	Mors	I. C. E.	Ablis	76.086
April 13, 1902	Leon Serpollet	France	Serpollet	Steam	Nice	75.065
April 29, 1899	Camille Jenatzy	Britain	Jenatzy	Electric	Achères	65.792
March 4, 1899	Gaston Chasseloup-Laubat	France	Jeantaud	Electric	Achères	57.653
January 27, 1899	Camille Jenatzy	Britain	Jenatzy	Electric	Achères	49.932

January 17, 1899	Gaston Chasseloup-Laubat	France	Jeantaud	Electric	Achères	43.690
January 17, 1899	Camille Jenatzy	Britain	Jenatzy	Electric	Achères	41.425
December 18, 1898	Gaston Chasseloup-Laubat	France	Jeantaud	Electric	Achères	39.245