



TRUCKIN' ON

*Dedicated to the Men and Women
of
AF Vehicle Operations & Maintenance — Past, Present, and Future*



1 May 2015

SPECIAL POINTS OF INTEREST:

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This Memorial Day we proudly salute three distinguished veterans, Marine Sergeant Francis Wood (1923 - 2012), AF Capt Jerry Yellin (1924 -) and CMSgt (Ret) Alcide Benini (1921 - 2015).

- Sgt Wood was with the 5th Marine Division and a DUKW (Duck) driver at the Battle of Iwo Jima. His son, CMSgt (Ret) Ray Wood, contributed this story in honor of his father.

- Capt Yellin, a P-51 pilot, flew the last combat mission of World War II.

- Chief Benini was a survivor of the Bataan Death March and stood up the first Combat Controller Team in 1953.

MARINE SGT FRANCIS WOOD



Francis Wood, left, of Oakland talks with Bill Stewart of Wahoo during an event commemorating the 65th anniversary of the end of the battle of Iwo Jima. The event took place Friday night at the Strategic Air and Space Museum near Ashland (2010).

Continued on PG 2

MARINE SGT FRANCIS WOOD

Strategic Air Command event — veterans share memories of battle at Iwo Jima

by Tammy Real-McKeighan / Fremont Tribune / Mar 29, 2010

Francis Wood was a 22-year-old Marine sergeant when he landed at Iwo Jima.

He remembers the explosions and gunfire and how American forces were pinned down on the Japanese-held island during World War II.

"It was pure hell," the Oakland man said.

Wood drove an amphibian landing craft, called a "DUKW," onto the shore during the battle. His job was to take equipment to the tiny South Pacific island and transport wounded back to a hospital ship. Wood still recalls the invasion's first day, Feb. 19, 1945. He remembers the shelling and a large trench filled with bodies of Marines. On Friday, the 87-year-old man shared his memories prior to a banquet at the Strategic Air and Space Museum near Ashland.

There, Wood and other area veterans were part of an event commemorating the end of the battle of Iwo Jima, which occurred exactly 65 years earlier. The program featured comments from six veterans of the 5th Marine Division, 28th Marines, Easy Company - men who served alongside six Americans who raised the U.S. flag on Mount Suribachi.

Associated Press photographer Joe Rosenthal would immortalize that scene in a shot that would become one of the most recognizable images of World War II. But for people like Wood, that battle was more than a photograph. It was part of his life.

Before the war, Wood was farming near Bancroft. He and his wife, Arla Mae, married in 1943.

Wood remembers reaching the shore on that first day of the Iwo Jima battle, but the shelling was so intense that he and other Marines couldn't get the 105mm gun unloaded until that night.

"At night, the skies were brighter than the daylight with the flares going up," he said, showing a magazine with a nighttime photo.

Wood didn't think he'd make it out alive. And many men didn't. Allied forces would suffer more than 26,000 casualties with more than 6,000 killed in action. More than 21,000 Japanese soldiers died either in combat or by ritual suicide.

At Friday night's event, Col. Dave Severance, then captain of the 5th Marine Division, explained why the island - which is just 4 1/2 miles long and 2 1/2 miles wide - was so important.

Severance said the pork chop-shaped island had radar and one airfield and the Japanese were building another. By taking Iwo Jima, Allied forces could get rid of the Japanese planes and radar, while having a point from which American planes could take off for bombing missions.

From March 4 until mid-August when the war ended, some 2,200 B29 bombers and more than 24,000 fighters were able to fly from Iwo Jima for missions.

In the overall picture, Severance said, Iwo Jima was worth the cost. The battle wasn't supposed to take that long.

Veteran Bill Stewart of Wahoo said he was given a paper which stated the mission wouldn't be too hard considering how much American forces had bombed and strafed the island before the invasion.

But it would not be an easy mission. Iwo Jima, which lasted some 35 days, is said to have been one of the bloodiest battles of the war.

Wood still remembers seeing bodies of Marines laid side by side in a long trench. Bodies were placed in the makeshift grave. Wood even has a photograph of the trench with bodies which he secretly sent home to his wife along with a necklace.

On Friday, Stewart said he thought he had seen a long slit in the ground, filled with bodies, during the battle. But after 65 years, the Saunders County man wondered if he had only dreamed it.

Wood showed Stewart the photograph. As Stewart held the picture, Arla Mae looked up at him. Did he think they'd get in trouble for having that photo after so many years?

Stewart, 84, shook his head, indicating that they wouldn't. The evening would be filled with many other recollections.

Wood remembered when the DUKW he was driving was sideswiped by a tank. The amphibious craft took on water, ran out of gas and sank. Wood and another man were in the water for 30 minutes to a hour when they were picked up by a patrol boat and taken to a command ship. The next morning, the men saw another DUKW.

"We got back to our ship. We got another vehicle and started hauling ammunition again," he said.

Wood recalled the time when a captain came by as he and another Marine were resting. The captain told the men to go to the beach, take a bath, shave and get cleaned up and to look like Marines. The men followed those orders.

Stewart, who was 18, was part of the amphibious forces of the Navy Reserves. He took Marines and supplies to the beach. He remembered a landing craft tank filled with men being hit by a mortar.

"They were great at shooting mortars," he said of the Japanese, "and we were shelling them."

Approximately 250 people - veterans and others - attended the banquet amid vintage aircraft in Hangar B. Wood sat calmly, surrounded by family, during Friday's event. "It's an honor to be here," he said.

Veterans' stories continued on PG 3



Iwo Jima — The Air Force Story



DVIDS Video — Jerry Yellin, World War II Veteran Interview

Contributor: George McElwain, CMSgt (Ret/472)



[Click image to activate video](#)



CMSgt Alcide (Bull) Benini

15 Oct 1921 — 16 Apr 2015



Loss of an Enlisted Hero

Contributor: Randy Livermore, CMSgt (Ret/2T3)

Editor's Note: CMSgt (Ret) Randy Livermore (VEMSO) sent an email (transcribed below) to CMSAF James Cody on 17 Apr, one day after the passing of CMSgt (Ret) Alcide Benini.

Chief Benini was the father of SMSgt (Ret) Jane Ables, currently on the ACC staff, and father-in-law of MSgt (Ret) Tim Ables who is a VEMSO employee. Both are 2T3s.

In Jan 2015, 10 WAVY in Suffolk, VA conducted an interview with Chief Benini - click photo at bottom right. Also see attachment for comprehensive account of Chief Benini's career.

- Captured in WWII Apr 1942.
- Part of the Bataan Death March and Japanese POW until the end of World War II.
- Worked in or at 7 different prison camps and most of them were destroyed by US Navy bombings while he was there.
- Deployed to Lebanon and Congo crises; parachuted into Kashmere, and supported Indo-China War.
- Surveyed scores of DZs in the Himalayas from Russian helicopter.
- Retired in July 1970 after 30 years of service.

We lost a piece of our AF history yesterday. His final resting place will be Arlington National Cemetery"

"Chief,

As a retired CMSgt and someone who knew CMSgt Alcide Benini personally, I thought you may be interested in reading/sharing his story. He passed away yesterday and was the father-in-law of one of my employees.

Interesting points:

In 1953 he was recruited from Army to AF by Gen Douglass to stand up the first Combat Controller Team (CCT). He was STEP promoted from A1C to TSgt and then MSgt 6 months later.



[Click photo to view video](#)



'Breaking the Glass Ceiling'

Practice makes perfect for 100th LRS Airman

by Gina Randall

100th Air Refueling Wing Public Affairs

2/25/2015 - RAF MILDENHALL, England -- A role not traditionally filled by women is vehicle mechanic. In days gone by it was men up to their elbows in grease, working the wrench and changing tires on government vehicles. But those days are long gone and one such woman hoping to change the stereotype is Airman 1st Class Carly Reuter, 100th Logistics Readiness Squadron Vehicle Maintenance journeyman from Grangeville, Idaho.



U.S. Air Force Airman 1st Class Carly Reuter, 100th Logistics Readiness Squadron Vehicle Maintenance journeyman from Grangeville, Idaho, poses for a photograph in her shop Feb. 4, 2015, on RAF Mildenhall, England. In her spare time Reuter enjoys traveling around the United Kingdom and Europe. (U.S. Air Force photo by Gina Randall/Released)

"Reuter has broken stereotypes from the day she set foot on RAF Mildenhall," explained Master Sgt. Adam Morrison, 100th LRS Vehicle Management superintendent from Beckemeyer, Illinois. "During our first conversation, I asked her why she wanted to be a vehicle mechanic. Her answer was, 'I chose this career because I don't think many women do.'"

From that moment on, Carly has proven to be a quick and steadfast learner. She doesn't shy away from challenges and is constantly seeking out opportunities to grow both professionally and personally."

This "have-a-go" attitude has won Reuter the Performer of the Month award in the Airman category for the flight.

A vehicle mechanic wasn't her first choice of military career, but she knew she wanted to roll up her sleeves and get her hands dirty to serve her country in the most challenging manner she could think of.

"I've been in for just over a year," Reuter said. "I joined in 2013, and this is my first base. I joined as a general mechanic, and thought I was going to be a mechanic on the planes because that's what everyone assumes."

Her supervisor is glad she ended up in this assignment as she's a valuable member of the team.

"Reuter won this award because she embraces her role in the mission," said Tech. Sgt. Amy Chandler, 100th LRS Vehicle Maintenance NCO in charge of general purpose from New Orleans, Louisiana.

"She was a driving force behind a 95.1 percent mission-capable rate for vehicle management, which is impressive considering our low manning during the month of January. Reuter is eager to learn, she asks relevant questions and is strong enough to ask for help; this is what makes her one of our best."

Reuter said it's her supervisors and those in the shop that she works with day-to-day that make the job all the more worthwhile for the young Airman. "I like being in this setting; it's a really good group of people here," Reuter explained. "Of course the setting is going to change so it's not just that. I also like learning new things."

Before she enlisted, she was a different person and her career choice may have surprised her friends back home. But far from letting the uncertainty of a new life in a new country put her off, she proved her critics wrong and overcame any doubt she had.

"Before I joined the military, people told me 'you couldn't do that, that's not something you could do, that's not you' -- but I proved them wrong," the Idaho native said proudly. Her positive attitude helps in her in work. She is new to the job and is learning but her skills develop as she experiences new challenges, in her work and personal life.

"The fact that every vehicle is different can be a challenge," Reuter added. "Just because one vehicle has a problem and another vehicle has the same problem, it doesn't mean it's going to be the same solution. So it takes a lot of practice." Practice is making perfect for this Airman as she continues to grow.



MiSCellaneous Topics

And now a few words from our defense partners....



[AM General](#)



[Oshkosh](#)



[Lockheed Martin](#)



[100 Best Fleets 2015](#)

The 100 Best Fleets for 2015 have been selected. Once again, US Air Force Vehicle & Equipment Management Support Office was chosen (# 31). **Congratulations VEMSO!**

GOVERNMENT FLEET

MANAGING PUBLIC SECTOR
VEHICLES & EQUIPMENT

Announcing the 2015 Leading Fleets

Contributor: Gary McLean, SMSgt (Ret/2T3)

Government Fleet magazine has announced the Leading Fleets for 2015. The awards program, sponsored by Ford Motor Company, recognizes operations that are performing at a high level.

We congratulate all, and we're proud to say that among those selected (in alphabetical order) are four former Air Force transporters and current *Truckin' On* members:

[Leading Fleets](#)

California

City of Long Beach (Daniel Berlenbach)

Florida

Hillsborough County (Robert L. Stine, Jr)

Sarasota County Government (Gregory Morris)

[Notable Fleets](#)

Colorado

Denver International Airport (DIA) (Jeff Booton)

[Read Full Story](#)





27th Special Operations Logistics Readiness Squadron



Senior Airman Lloyd Carlyle, 27th Special Operations Logistics Readiness Squadron fire truck mechanic, works on an out-of-service M35 fire truck Feb. 5, 2015 at Cannon Air Force Base, N.M. The M35 is typically used at Melrose Air Force Range, N.M., to combat brush fires. (U.S. Air Force photo/Staff Sgt. Alexxis Mercer)

27th SOLRS: Vehicle maintainers

***by Staff Sgt. Alexxis Mercer, 27th Special Operations Wing
Public Affairs / Published February 05, 2015***

CANNON AIR FORCE BASE, N.M. --

Bruised limbs, cracked knuckles and aching backs; covered in sweat, dirt and oil - all just part of the job for select members of the 27th Special Operations Logistics Readiness Squadron.

"It is like I always say, if your hands are not dirty at the end of the day, you have not been working," stated Airman 1st Class Joshua Davis, 27th SOLRS fire truck mechanic.

The 27th SOLRS is comprised of four flights that provide a full spectrum of logistic needs for the 27th Special Operations Wing. This is accomplished through the efficient supply of material and fuels, expert management and maintenance of vehicles, performance of traffic management, and planning and oversight of the entire mobilization process to ensure accurate and rapid response in the wing's commitment toward support of global operations.

While responsibilities for the squadron are vast, the vehicle management flight focuses on training all vehicle control officers, while shouldering the responsibility of keeping the wing's enormous vehicle fleet serviceable.

Four core career fields exist within vehicle management: vehicle management and analysis, vehicle and vehicular equipment maintenance, fire truck and refueling maintenance and material handling equipment maintenance; with an additional 27th SOLRS career field cross flow of material management.

"These diverse fields mesh together to provide effective fleet management and efficient vehicle maintenance repair for the 27th SOW," said Master Sgt. Ryan Adams, 27th SOLRS vehicle management and analysis section supervisor.

"We have roughly 600 vehicles here that equate to an estimated \$42 million fleet; the tempo of our wing's operations keep our maintainers engaged in nearly every facet of Cannon's mission."

"From routine oil changes to complete overhaul and engine replacements, we take a certain pride and ownership of everything we touch," he continued.

"We focus on completing our part of the mission and doing it exceedingly well; part of the goal for us is ensuring every vehicle that rolls out of here can perform its duties, and effectively augment mission effectiveness - this is accomplished by our internal unit cohesion."

Adams noted that this cohesion was tested during a severe snow storm the local area and base experience last month.

"That storm presented multiple challenges for our unit as much as the wing," Adams said. "Our ability to keep somewhat aged assets mission-ready, with parts that are often difficult to find and replace, in order to clear the flightline, base roads and keep Air Commandos mobile forced us to think strategically and push our limits. Ultimately, I would say our team came out on top."

"Our reach is a lot further than people would think," he continued. "We play a major role in the generation of every sortie launched and recovered from Cannon."

Think about it this way: We repair refueling vehicles, towing equipment, cargo loaders, munitions vehicles and fire engines....

If those are not repaired, aircraft are not getting the fuel they need, being taxied around the flightline, having pallets loaded, being armed, or on a runway that is safeguarded by emergency first responders.

That is the big picture of vehicle maintenance; that is what we do."

See seven additional photos at: [27th SOLRS](#)



Government Fleet Top News

Police Fleet Slashes Idle Fuel Costs by 26%

March 09, 2015



The City of Lakeland, Fla., has cut fuel costs from idling by an average of 26% on its 80 police vehicles by using engine calibration software. The vehicles were idling approximately six to eight hours per day and since they are often used as a mobile workspaces and command centers, turning off the ignition is often not feasible.

Derive Efficiency specializes in tuning the software of an engine. With a quick software update, Derive was able to reduce idle levels, which in turn generated immediate fuel savings for the city.

"The low cost and the quick application is a big payoff. Literally minutes per vehicle to install, all without having to invade or leave anything behind in the vehicle," said Gary McLean, fleet manager at City of Lakeland. "Some of the other technologies out there are extremely intrusive and they are costly. We chose to do things that have an immediate impact at a low cost and Derive has provided just that."

The city tested the software on police and administrative vehicles as well as pick-up trucks for six months.

Derive Efficiency can reduce idle fuel consumption by up to 30% for less than \$400. The system does not need hardware installation, which the company says makes it less costly than its competitors' products.

According to Derive, the average police cruiser consumes roughly 0.4 to 0.6 gallons of fuel per hour in idle, and the average police SUV can consume almost double this amount. The calibration software allows drivers to keep their vehicles running, but at a lower RPM.

The City of Lakeland has a diverse fleet of vehicles that include police, fire, utility, construction, and refuse. Derive customized the engine software for 158 of these vehicles: 80 law enforcement vehicles and 78 more from the city's maintenance division.

Related: [Do Anti-Idling Technologies Work?](#)

Our Ingenious World

TESLA assembly plant, Fremont, CA - fascinating!

Contributor: Thomas Picarella, Major, (Ret/6016)

Very interesting how robotics are changing manufacturing and it will only increase in the future. There will probably be many applications for robots as we go forward and we all need to visualize how to use these machines in our particular areas of endeavor. Watch this and you'll better understand why manufacturing jobs will never be what they once were.

Not long ago this was science fiction....**Stay Curious My Friends!**

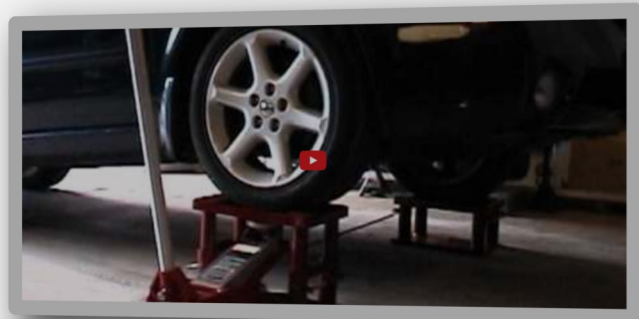


My Lift Stand

Contributor: Reade Holzbaur, WS-12 (Ret/2T3)

My Lift Stand is an outstanding idea for lifting and working safely under any automobile. **My Lift Stand** is made to be used with any type of floor jack, and they do not get in the way like jack stands do. They are great to use for doing any type of work under the car or simply changing the motor oil. Bigger guys that need the extra room will love them.

My Lift Stand also can be used at car shows for displaying your car. I also like using them when doing body work for a more comfortable position when working on a side panel. Visit our website at: <http://www.MyLiftStand.com>.



Gavase Tool, LLC

Contributor: Roger Storman, SMSgt (Ret/2T3)

In the video below, Gavase Tool, LLC demonstrates a simple and inexpensive strap corner protector installation tool for flatbed cargo truck drivers that could save you time, money, and prevent injuries.



For those interested in ordering this tool, visit the following website: <http://gavasetool.com/order-here/2439215>.

When Cars Weren't 'Cool'

Editor's Comments: I saw an episode of *Desert Car Kings* on the *Velocity Network* several weeks ago. I believe it was a rerun from 2011. Anyway, they restored a 1950 Studebaker for auction and installed a device called a "car cooler."

They explained that it was used in hot, dry climates before air conditioning became a standard feature in automobiles. It was mounted on the exterior of the car.

I had never heard of one before, so I researched it and found an article on Wikipedia — where else? The concept and technology is interesting, but I'll stick with my AC.

You can see the car cooler mounted on the Studebaker in this abbreviated YouTube video of the episode below. The Wikipedia article follows.

Technology

To cool the air it used latent cooling of vaporization, in other words, cooling by water evaporation. Water inside the cooler evaporates and in the process transfers heat from the surrounding air to evaporate the water, giving in return cool moisture-laden air inside. The lower the humidity, the better it works. Because of the dry desert air, they were popular in the southwestern United States such as California, Arizona, Texas, New Mexico and Nevada.



Car Cooler



Desert Car Kings

Car Coolers

A **car cooler** is an automobile window-mounted evaporative air cooler, sometimes referred to as a swamp cooler. It is an early type of automobile "air conditioner."



Front View



Car Cooler on a 1950 Chevy

There were several manufacturers of car coolers, examples being Thermador, Classic Aire, Sears Roebuck (Allstate brand), and Star Mfg. The car cooler came in different models from "ram-air" to "fan-powered" types. The "ram-air" type mounted on the passenger side window.

It would only work when the car was in forward motion as the air was forced into the tube. It had a water reservoir that held about a gallon (3.8 l) of water, which would provide "air conditioned" cooling for about 100 to 150 miles (160 to 240 km). The "fan-powered" model was designed to work when the car was not in motion or when moving at low speeds.

The car cooler is an outdated technology as refrigeration methods used today are more effective. However, there are manufacturers that still make car coolers for antique and classic cars.

From Air Force to hot rods....

The Biography of Ed "Big Daddy" Roth

RatFink.com/Bio

Editor's Comments: If you grew up in the 50s and 60s as a gear head and you're familiar with 'Kustom Kulture' and hot rods, or even if you just assembled Revell plastic models, you probably know of Ed "Big Daddy" Roth and his creations.

What you might not know, however, is that he was an Air Force veteran, having served honorably from 1951—1955. This is his bio from RatFink.com. I wanted to feature this story as a tribute to an Air Force veteran who became a success, a car guy, and a cult legend.



Ed "Big Daddy" Roth was born in Beverly Hills on March 4, 1932. He grew up in a German speaking household with a younger brother, Gordon. In school Ed learned to speak English and he liked to draw. Ed was able to do his homework and keep up with the rest of the class while he drew pictures of airplanes, hot rods, and monsters.

His father Henry was very strict with the brothers and kept the two out of trouble by supplying them with tools and a workshop. Ed's dad was a German cabinet maker and it was in the workshop where Ed learned how to build crazy stuff out of wood.

Ed purchased his first car in 1946 shortly after WW II ended. It was a 1933 Ford Coupe. He graduated high school in 1949, and went on to college majoring in engineering so he could advance his knowledge in automotive design.

Ed did pretty well in college but got bored with his engineering and physics classes because they just didn't have anything to do with cars.

Ed joined the Air Force in 1951 and went to bombsight school in Denver where he learned how to make maps. He became an expert barber on the side. He was first stationed in Africa, then transferred to South Carolina for 4 years before coming home. Ed was honorably discharged in 1955.



By that time Ed owned several vehicles, he was married and had 5 children, all boys. Ed began working at Sears in the Display Department and started pin striping cars after work.

As Ed's family grew, so did the bills. In 1958 Ed went to work full time with "The Baron" and his grandson Kelly. Using junkyard parts and a newly developed product called fiberglass, Ed created automobiles in his garage.

Ed's first car was called the "Little Jewel". Shortly after came the "Outlaw", which showed the world that anyone could design and build a car without being a certified automotive engineer. All you really needed was imagination, some motor head know-how, a lot of elbow grease, and gumption.

Presto! His garage became his studio where other creations came into light which include the "Beatnik Bandit" and "Rotar".

Ed became Ed "Big Daddy" Roth, a hot-roddin', gear head, mad scientist, and struggling artist who financed his inventions by selling drawings and t-shirts at drag events, fairs, and car shows. Big Daddy Roth would draw cartoons of monsters that he created and pictures of cars, but when he personally airbrushed t-shirts with the monsters driving the cars, people went crazy and would line up at his booth.

The most popular Ed "Big Daddy" Roth monster was Rat Fink. Rat Fink started as a drawing that Ed had put on his refrigerator.

Ed "Big Daddy" Roth was a genius at designing cars, but it was Rat Fink that brought him fame. By 1963, teenagers across America were buying Rat Fink model kits and mass-produced Rat Fink T-shirts by Ed "Big Daddy" Roth.

Continued on PG 11

From Air Force to hot rods....



Rat Fink

When Ed "Big Daddy" Roth got so busy that his garage couldn't handle the work, he moved his operation into a new shop in Maywood, California. Ed had to hire several employees to help him build and produce more custom cars and t-shirts. Revell American produced model car kits that featured the "Beatnik Bandit" and "Road Agent".

Other model kits included "Rat Fink" and the gang, a group of hot rodding monsters. Here is a very interesting note: During 1963 Revell paid Ed "Big Daddy" Roth a one cent royalty for each model sold. Ed brought in \$32,000 that year in royalties. Now figure out the math. That's how popular Ed "Big Daddy" Roth creations were.

The Ed "Big Daddy" Roth Gang included: Rat Fink, Drag Nut, Mother's Worry, and Mr. Gasser. They soon became heroes to young kids across the nation who could relate to the stories and themes of the Ed "Big Daddy" Roth gang.

There were also several Ed "Big Daddy" Roth record albums produced. The band was called "Mr. Gasser and the Weirdos," featuring Ed "Big Daddy" Roth. The songs featured on these records told descriptive stories about the Ed "Big Daddy" Roth gang and their favorite pastimes, like hot rodding and surfing. The general message intended was that being different or weird was okay, and being a Fink or a Weirdo was cool. It was a lesson some of us never forgot.

Rat Fink and the gang driving their hot rods have become rock-art icons. Originally they were adopted by surf musicians and today the gang can be found everywhere.

A number of punk and alternative bands have used Ed "Big Daddy" Roth images on LP's and CD's such as: Birthday Party "An Australian Band" with Junk Yard cover 1981 and current releases by the Voodoo Glow Skulls Cover Artist "Marco Almeida". There is even a band called Rat Fink.

Other Roth fans and enthusiasts include the Cramps and Rob Zombie of White Zombie.

Ed "Big Daddy" Roth artwork can be found throughout the late 1980's and mid-1990's in underground comics produced by Roth and Sloane. You can also find Roth's artwork in tattoo parlors and in art galleries. Yes, many of us consider the work Ed "Big Daddy" Roth as fine art. You can also find Ed "Big Daddy" Roth creations on concert posters by other American cult artists Frank Kozik and Coop.

Ed "Big Daddy" Roth passed away on April 4, 2001. The doctors said his death was caused by a heart attack. Ed Roth's genius has created a timeless monster. Rat Fink, his Show Cars, and his Monster designs still reach the diverse demographic appeal of young adults today. Rat Fink and the gang will continue into the new millennium capturing a new group of Finks young and old for decades to come.

Note: Visit <http://www.ratfink.com/> to see how Rat Fink supports the military.



AUTOWEEK

The Beast of Turin awakens: Fiat S76 driven for the first time in a century -- and it's very, very angry



OUTRAGEOUS RECORD-BREAKER BOASTS 28.5 LITERS OF PURE FLAME-SPITTING FURY

Contributor: Reade Holbaur, WS-12 (Ret/2T3)

This unbelievable Fiat S76, the so-called Beast of Turin, is the one surviving example of a pair of speed-record contenders the Italian automaker built before WWI.

Its gargantuan 28.5-liter inline-four was capable of providing an impressive 300 hp -- enough to propel the car to 116 mph, and a one-mile land speed record, [in 1911](#). An even higher-speed run the following year was disqualified when the car couldn't make the required return run.

Even if you don't care much for history, though, the car itself is impossible to ignore. Its towering engine -- did we mention that it displaces *28.5 liters* -- necessitates a comically high cowl, resulting in some truly bizarre proportions. It's sort of like a road-going [Gee Bee Model R](#) and probably just as dangerous to pilot.

Plus, it spits hellfire and sounds meaner than anything an army of 10,000 [Carlo Abarths](#) could have ever dreamed up.

Watch the video above if you don't believe us. And even if you do believe us. It shows owner Duncan Pittaway driving the car on the Goodwood Hillclimb with Lord March beside him.

Are they really pushing it? We don't know. But can a car this pissed-off ever be driven in anything *other* than anger?

The Beast was reawakened back in December, but this Goodwood Hillclimb run is supposedly the first time it's actually been driven in over a century.

It will reappear at the 2015 [Goodwood Festival of Speed](#); needless to say, attendees are in for a treat. Well, an *extra-special* treat, as the [Goodwood events are already pretty spectacular](#).

And if that weren't enough, the Beast will be joined by a range of "leviathans" from the likes of Mercedes, Metallurgique-Maybach, Benz, Napier and more. [We've ridden in such brass era colossi](#) before, but this thing operates at another level entirely.

Read more about the car at [Goodwood Road & Racing](#).



[GRAHAM KOZAK](#) - Graham Kozak drove a 1951 Packard 200 sedan in high school because he wanted something that would be easy to find in a parking lot. He thinks all the things they're doing with fuel injection and seatbelts these days are pretty nifty too. [See more by this author»](#)

M*A*S*H

Editor's Comments: M*A*S*H was my all-time favorite TV show. It's hard to believe the last show aired over 32 years ago on Feb 28, 1983. So, I thought I would pay tribute with this short article and video.

The video is not of the TV show itself, but a present day tour of Malibu Creek State Park where M*A*S*H was filmed — beautiful scenery that, if you were a fan of the show, you'll instantly recognize.

M*A*S*H was also known for its vehicles; a Dodge WC-54 ambulance and an M-38 Willys Jeep, usually signed out of SSgt Luther Rizzo's motor pool, were often featured.

Just to set the mood, click the link and listen to the M*A*S*H theme, "[Suicide is Painless.](#)"

I've also included a short M*A*S*H quiz. The entire quiz can be viewed at: <http://www.absurdtrivia.com/quiz/001573/mash-trivia/>.



Malibu Creek State Park Tour — Click the arrow to activate



Dodge WC-54 Ambulance — then & now



Willys M38 Jeep — then & now

M*A*S*H Quiz

- McLean Stevenson played the character of Father Mulcahy
 - True
 - False
- What was Col. Blake's wife's name?
 - Margaret
 - Sophie
 - Mildred
 - Lorraine
- How many total episodes of M*A*S*H were filmed?
 - 221
 - 237
 - 251
 - 268
- What role did Harry Morgan originally play?
 - General Steele
 - General Stevens
 - General Myers
 - None of these
- Captain BF Pierce was named Hawkeye after a character in which book?
 - To Kill a Mockingbird
 - Much Adieu About Nothing
 - Last of the Mohicans
 - None of the above
- What was Radar's mom's name?
 - Irene
 - Edna
 - Ilene
 - Mary
- Both the movie and TV show M*A*S*H were based on the experiences of a real doctor.
 - True
 - False
- Who was the only actor from the movie who also played their role on TV?
 - Alan Alda
 - Loretta Swit
 - Jamie Farr
 - Gary Burghoff
- Which of these actors from M*A*S*H actually served in the Army?
 - Henry Morgan
 - McLean Stevenson
 - Jamie Farr
 - Gary Burghoff
- Lt. Col Henry Blake's plane crashed upon takeoff from Seoul
 - True
 - False

Answers: 1-b, 2-d, 3-c, 4-a, 5-c, 6-b, 7-a, 8-d, 9-c, 10-b