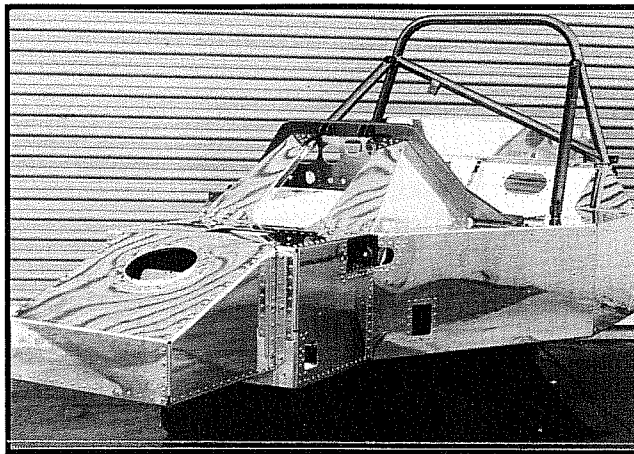


THE DB5 SPEEDS TOWARD ITS DEBUT

The DB5 Sports 2000 is in the production phase. The first chassis is out of the fixture and is being assembled. The Swift Race Cars composite shop has the body tooling well on the way.



The new DB5 prototype chassis with nosebox.

With features like aerotube suspension parts, extensive use of billet machined mounts and beautiful castings, this car should give the competition another couple of years work trying to catch up. Added safety features, such as deformable nose crashbox and stronger rollover structure, serve as more examples of how Swift sets the standard for quality production race cars.

This car shares much of its heritage and construction concept with both the DB2 and the DB4. The front suspension follows along the lines of the proven design of the DB2 while incorporating new geometry and added strength to the components. The front uprights have been changed so the bearing is retained by a snap ring instead of the troublesome screws.

The rear suspension is patterned after the ultra successful DB4 concept. It uses pushrods and

bellcranks similar in their general layout to the DB4, but of course, different geometry to make the most of the tires the S2 races on.

The rear suspension of the new DB5 is especially different from all other S2s. With ultra rigid cast bellcrank pivots as well as all mounts and brackets machined from billet and black anodized, our new car will exhibit the superb quality of the DB4. The rear uprights are similar to the DB4 utilizing a steel sleeve with larger bearing and hub. They also have the camber bracket and shim type adjustment used on the DB4.

Swift Race Cars will not cut corners in bringing you the highest quality race car possible for the money. Standard features include, Fox double adjustable shocks with remote reservoir, Momo steering wheel with a quick disconnect hub,

Jones tachometer and Stewart Warner gauges. As usual our cars will have Aeroquip plumbing throughout, premade to length and pressure tested. All rod ends are NMB or Goldline as supply dictates. Hardware is AN throughout with the proper grip lengths for every application. All cars are delivered with the body completely fitted and all components assembled.

The suspension is set on jigs for a close to aligned starting point. With nineteen of the initial twenty cars already sold, the experienced S2 runners have cast their vote. The 1990 racing season should be dominated by the DB5.

FOR THE RECORD

Judging by the phone calls and questions, there seems to be a lot of confusion about the SE3. The SE3 or Swift Europe 3 is not a trademark Swift Race Cars' product. Swift is a U.S. trademark and is in no way connected with the SE3 or its agents. Spare parts, support and technical advice for this car are not available from Swift Race Cars.

This Issue

- For The Record
- Parts Dept.
- Tech Corner
- Finish Line
- Late News
- Dealer News

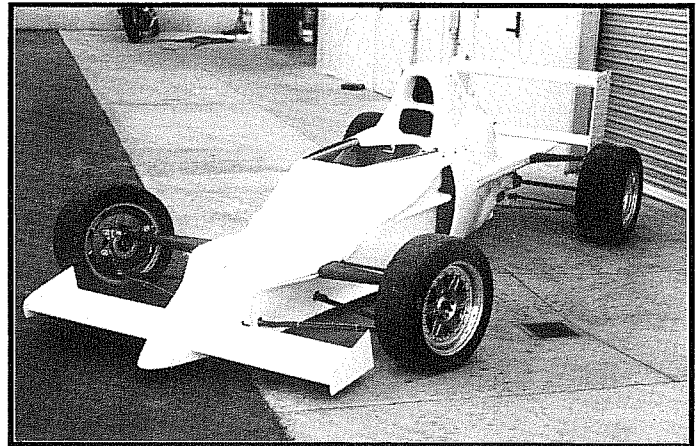
DB6 FF2000 DESIGN UNDERWAY FOR 1990

1989 DB3 FF2000
\$23,950

DB3 FASTEST

The new DB3 is proving to be as Swift as our other models. In recent testing, both Jim Vasser and Bob Lesnett bettered their best times in an SE3 by a full second in our new DB3. This confirmed the early prototype test results when the car appeared to be about one second a lap quicker than a Reynard or Swift Europe FF2000. The '89 DB3 has most of the features of our other cars such as Momo steering wheel with quick release, adjustable brake bias and sway bar, Jones telltale tach, Aeroquip plumbing, NMB or Goldline rod ends, Simpson seat belts, Fox double adjustable shocks with remote reservoir. All these features are standard. Some of the new changes are composite wings, front and rear, with a high quality epoxy paint finish; revised nose shape, and new suspension geometry all around with the new uprights featuring the circlip type bearing retention. The new car has an all 4130 alloy frame with powdercoat paint finish. The '89 DB3 uses the LD 20 caliper usually found on the Sports 2000 cars. Of course all cars come fully assembled with the body fitted and ready for engine installation and race prep. We only have 3 more cars left in stock and at \$23,950 they won't last long. One car is assembled as a roller in stock and ready to go; the other two will be

- 1989
DB3
ONE
OF
ONLY
SIX



PARTS DEPARTMENT

assembled upon sale and delivered a.s.a.p. Swift now makes all its suspension pieces in aerotube. Also every rocker arm except S-2 fronts are available in universal configuration. If black powder coat is the look you want, we have the nicest quality parts your money can buy. If you want another color suspension, two days and a nominal fee put them on their way. Our new price list should be available very soon. We are holding it in order to get all the new components for the DB5 into the list. Every one should be pleasantly surprised at the prices on our suspension components for all models.

This month we have a few specials that come at the right time to get ready for winter testing and the new season. Swift Race Cars' springs are on sale for the unheard of price of \$30.00 each. These are the same high quality springs that come on our cars O.E.M. Original small brake front uprights for the DB2 are at the all time low of \$200.00. We don't have many of these to sell at this price so pick up the phone.

NEW PARTS

- BRAKE DISC AND HAT ASSEMBLIES FOR FF1600 AND 2000.
- POWDERCOATED PARTS
- AEROTUBE IN EVERY APPLICATION
- NEW TAIL FOR DB4

SPECIAL PRICES

- DB2 NOSES ONE EACH BLUE AND YELLOW THIS TIME ONLY \$600
- DB4 ENGINE MOUNTS \$150 WHILE THEY LAST
- SPRINGS 6" & 8" MANY RATES \$30 EACH
- DB2 SMALL BRAKE FRONT UPRIGHTS \$200 EACH

TECH CORNER

This column will serve as a monthly source of update information, maintenance tips, and safety related details. In this first time around, we would like to give an example of how useful this column will be.

About three months ago, a Swift owner experienced the dreaded 'part failure'. Fortunately there was no damage to car or driver. The suspect part was a front stub axle. Immediately we requested that the part be returned for inspection, and failure analysis. Upon visual inspection of the part, it appeared as though the axle was not seating in the hub correctly. While the part was out for failure analysis, we reviewed the stock on hand of our hubs. What we found solved the problem. Hubs for both front and rear of the cars are made from a stock Volkswagen part and apparently they had changed the specs of the hub only slightly but that had caused interference with the axle as it seats in the hub. We wrote a safety update sheet and circulated it at the next race as well as informing the customer of the problem. When the analysis came back, it confirmed our conclusion stating that the axle was manufactured correctly and had failed from an estimated 40,000 bending cycles! We would have liked to have sent out this update information to everyone, but so few people responded to our request for their names and chassis numbers, we do not know how to reach all the Swift owners. It is our desire to have a data base of all our car owners and the chassis they own. Please spend five minutes and write us a note with your model and chassis number and also any comments about ways we could improve our service to you. Your input DOES make a difference - **please write!**

FINISH LINE

Congratulations to the Swift Race Cars' national champions. In a class still dominated by the Swift DB1, Richard Bahmer in a fantastic drive narrowly beat Steve Cameron for the FF1600 national championship.

Paul O'Kean won the Sports 2000 class after a last lap incident saw race pole sitter Terry Loebel lose the lead. Paul and Terry proved once again that a four year old Swift design is still competitive.

Congratulations also to Hiro Matsushita and Jocko Cunningham for winning the west and east coast Pro Formula Atlantic Championships. Swift won all the pro races in both east and west along with every pole position.

Bob Lesnett repeated in fine fashion winning the west coast Pro Sports 2000 series again. Swifts won every race in the west.

While Lola reasserted itself in east coast Sports 2000, we feel we have an answer for 1990. The answer is the DB5. Best of Luck, Lola runners!

LATE NEWS

Another production run of DB4 Atlantic cars has been set in motion. This because of the surprise demand for new cars in 1990. At this time, there are only a couple of slots left in the production schedule that will enable delivery before the start of the season. We expect these to be filled by year end. Anyone interested in a new DB4, please call A.S.A.P.

There is already a line forming for the new DB6. Don't wait till it's too late to get a car for next season. Place a deposit to save your car soon.

DEALER NEWS

Swift is currently revising our dealer network to better serve the owners of our products. In 1990 Swift car owners; pro, national and regional, will benefit from representation at most races. Our new dealer network will be there to serve you with large spares inventories, expert advice, and many other maintenance and support items. With proper support, you can buy parts when you need them, not just in case. All our dealers will have banners to help you find them in the pits. This column in the newsletter will tell you what races our dealers and their affiliates will be attending each month. The new prices effective January 1, 1990, along with our new dealer network, will make next year the best loyal Swift runners have ever seen. Check this column next issue for all latest news on Swift Race Cars' spares policies and announcements of our new dealers for 1990 and beyond.

NEXT ISSUE

NEW DEALER NETWORK ANNOUNCEMENTS

MORE NEWS ON THE SWIFT DB6 PROJECT

- NEW 1990 PRICES ON SUSPENSION PARTS
- LATEST UPDATES FOR THE OLDER SWIFTS
- PHOTOS OF THE DB5 IN PRODUCTION PHASE
- MUCH MUCH MUCH MORE...