

1983 Eagle race car

The Eagles of the early to mid-seventies built by Dan Gurney's All American Racers (AAR) were very dominant in Indy car racing. However, by the end of the seventies that dominance had faded. A new approach was needed. Ground Effects were in the air. The Eagle design for 1980 was good but needed wind tunnel testing so AAR built their own 1:10 scale tunnel. They got the triangular piece between the wheels to generate vortices changing static pressure to dynamic pressure under the car and hence more downforce.

The cars were fast over the next couple of years but not as successful as hoped as AAR was not a well budgeted team at the time and had engine problems. They qualified on the front row at Indy but were the first retirement with engine failure. However, two weeks later at Milwaukee Mike Mosley had to start at the back of the field but passed every car to win by almost a lap. The team called the design Boundary Layer Adhesion Technology or BLAT! Changes in aerodynamic rules unfortunately made the car not work anymore essentially banning it.

The story doesn't end there. AAR was building and engineering the DeltaWing for ALMS/IMSA racing from 2012-16 and at Le Mans in 2012. This was the car with the very narrow front track looking almost like a three-wheeler. There was difficulty getting it to work until Gurney remembered their 1981 Eagle. After copying the floor design, the DeltaWing was working as expected in the wind tunnel.

The model is a multi-media kit from Silver City Models, with decals from Indycals.